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SUSPENSION TECH P. 58

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VOL. 19 NO. 11

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Rendering: Jon Sibal

CONTENTS

FEATURES

12 *FURIOUS 7* TOYS
20 '83 MAZDA RX-7
30 '03 ACURA RSX
36 ERICA JULIET
42 NISSAN SILVIA
50 '99 HONDA CIVIC
64 '13 SUBURU BRZ
72 TOYOTA SPRINTER

EVENTS

16 GRIDLIFE
28 BLOX EVOLUTION 2
76 SPRINGFEST

PERFORMANCE

58 SUSPENSION ALIGNMENT
68 PROJECT LEGACY UPDATE
78 PROJECT ATS*SS

DEPARTMENTS

4 OH, HI!
8 HOLE SHOT
10 USUAL SUSPECTS
54 ETC.
56 MODEL SPOTLIGHT
82 HAPPY ENDING



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PATIENCE IS A VIRTUE



Guess who shot the cover? Me! Had to dust off the camera for this shoot, but I hope you dig it. I'm a bit of an old-school shooter (haven't shot a cover since February '12), but hey, the cover makes Huy Hoang's Mugen RSX look pretty sick, if you ask me! Props to Cullen Cheung and Ryan Lee for assisting.

There's something to be said about the feature cars in this issue. To start, they're all about performance first, looks second–how it should be most of the time, right? Next, you'll notice minimal stickers. That's because each project car was built, not bought, and the owners weren't simply hustling sponsors for free shit. They cared about having the highest quality parts and reliable performance, rather than getting the biggest discount. Lastly, there were no compromises. Each builder had a goal and stuck with it. They didn't cut corners or rush any part of their build. You can see all this starting with Patrick Reynolds' FC on p. 20. A regular weekend drifter in his hometown of Phoenix, he's perhaps performed the most unusual engine swap on his RX-7, but it's because he was most comfortable with the particular engine when it came to driving and working on it. Flip to p. 42 and you'll meet two brothers from Australia who've started their own privateer time attack team with minimal support from manufacturers. With years of development and tons of investment, they've been able to put down some of the fastest times at World Time Attack Challenge for a Nissan S-chassis. And finally, we have our cover car–an Acura RSX Type-S. To the untrained eye, we can already hear you saying, "Oh, great, another Honda..." But like anything in life, don't jump to conclusions. This is a four-year build by one Honda loyalist who has carefully selected each part that goes into the build as well as each person chosen to help. In today's scene, it doesn't follow all the latest trends, but stays true to what the owner believed in when it came to the Honda scene, JDM style, and flawless execution. Having travelled to Seattle to see Huy Hoang's RSX first-hand, it could possibly be the best enthusiast-built DC5 of all time–it's just that perfect! Once you get to the last page of this magazine, if there's anything to take away, just remember: Success takes time and patience, but it's all worth it in the end.

Sam Du
Editor-in-Chief



Hey, what's up hello? We take a few photos and have a few Modelos with cover model Erica Juliet. **P. 36**



Let the games begin! Our '99 Civic hatch, aka Project ATS*SS, is finally under way! **P. 78**

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WHAT WE DID THIS MONTH?

FOLLOW US ON INSTAGRAM TO SEE WHAT SHENANIGANS WE'RE UP TO.

SAM DU @duspeed



Bae-less in the Bay Area with @joshchow_.



Drove the Scion iM down memory lane #6420wilshire.



EDC 2015, another festival in the books!

SEAN RUSSELL @sea_russell



Atop Devil's Playground at PPIHC. Unbelievable view.



Took a blow-up castle into the waves. It popped.



Wet Republic pool party, aka Dude Soup. Vegas.

MIKE SABOUNCHI @mykalfakerich



Had to pop a model pose for the camera while shooting #gridlife in Michigan.



I don't think this is the correct way to climb a tree.



After seeing the photos of this month's cover model... #blessed

JOFEL TOLOSA @jofeltolosa



First time at Fuji Speedway! I was sick as a dog!



Met Top Secret president Kazuhiko Nagata, aka Smokey Nagata.



Had to get a picture with @formulad Asia winner Masato Kawabata!

BERNICE GUEVARRA @bpgdesign



Summertime.



Squad #classphoto



Photographed this beauty from my Kenya trip. #tbt #notcecilthelion #ripcecil #fu*kallthrophyhunters



JDM EDITION PART TWO

My first time in Japan was the '15 Tokyo Auto Salon; however, under miraculous circumstances, I've found myself in Japan again in the same year! It started out by convincing management it was worth my time and their money. And with Formula D Asia a month away, plus scheduled shop visits to Tec-Arts, JUN Auto, Top Secret and Fat Five Racing (Daigo Saito's garage), it was a no-brainer. So I locked in my flight. I immediately contacted my friends at Hardcore Japan so we could co-host our second Fresh Tokyo Car Meet. This time around, we organized the meet in the *oktaku* cultured Akihabara district. We had such a great turnout, the meet caused quite the traffic jam and pissed off local authorities (sorry, not sorry!).

Next came Formula D, and simply put, it was pretty rad being at Fuji Speedway. Besides watching the world's best drivers face off against each other, I also got a chance to check out a motorcycle stunt demo and Mazda festival put on by Motor Games. There was also the Offset Kings show which I had the liberty of picking an award – more on that in the next issue. This was my first time going to Fuji Speedway, so my best advice is to wear a good pair of walking shoes.

In the end, it was a fast-paced and hectic week in Japan, but I'd gladly do it again. I even didn't mind the 7-Eleven breakfasts and onigiri snacks that I had to live off everyday. I can't thank Jun-ichi Takahashi, Daisuke Yokoyma, and D Mendoza of Hardcore Japan enough for helping me get around Japan. It's always a pleasure to be in Japan and maybe it'll be Osaka Auto Messe next!

Jofel Tolosa
Staff Editor

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LIVIN' THE FAST LIFE... IN TOY CARS

THE INSIDE TRACK TO THE OFFICIAL *FURIOUS 7* SCALED MODELS



»Today, we're focusing on one of Jada Toys' newest lines: reproductions of the very same *Furious 7* cars we brought you in our May '15 issue.

WORDS & PHOTOS **Luke Munnell**

Like many of you, I'll never forget watching the original *Fast and the Furious* for the first time. 106 minutes of far-fetched plot, cheesy yet eternally quotable one-liners, and tons of badass rides (for the period) made our industry seem gigantic on the big screen. Back then, it was common with big businesses to cash in quick on pop culture's latest phenom. It has since distilled to a smaller, more roots-driven size, and thankfully, the businesses that managed to survive seem to have done so through legitimacy by contributing positively to our scene. Enter Jada Toys.



»With more than 200 employees, a large annual revenue, and diverse catalog of toys marketed to boys and girls of all ages (even us grown-ass men), Jada Toys' California headquarters seem to blend in with the mainstream Fortune 500 business surrounding it... if not for the modified cars parked up front, like an RWB Porsche 911.



»Inside the facility, it becomes clear that car culture and a respect for modifications go into every toy Jada puts out—including the pink and white Hello Kitty limos, Minnie Mouse Roadsters, and walls of Dub City, Import Racer, and other scaled collectibles.





»Talking with e-Commerce Manager Darryl Li (owner of the M6) and Director of Licensing Pat Au (owner of the RWB 911), we learned that producing scaled models of these very particular cars is a tough job. Since the film's cars were largely older and heavily modified makes, no CAD data existed for the designers to begin their renderings. Someone like Howard Tung, Jada's product development manager (and owner of the STI), and his team had to develop one for each car from scratch, working off production stills and frames from the film.

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»With the renders knocked out, the first phase of production is a clay model to get the dimensions, curves, and overall shape set.



»Once finalized, the data used in the final production piece can be scaled up or down as needed in different productions, as seen here with these Lykan Hypersport tooling models. Common scales are 1:64, 1:32, 1:16, and 1:8 for many of Jada's electric RC cars.





»Next is a rapid-prototyped "tooling model," where the car's components start to come to life. After that, a production "first shot" (not pictured) is made, and once verified, it moves into pre-production, and then onto final production.

WINNING'S WINNING!

We're giving away every *Furious 7* toy you see here! Visit our Instagram and Facebook pages to find out how to win.



»In addition to cars from *Furious 7*, the team at Jada is producing fan favorites from previous films, like Brian O'Connor's (Paul Walker) R34 Skyline GT-R from *2 Fast, 2 Furious*, and his venerable orange Supra from the first film. Rumor has it, Paul Walker's personal white Toyota Supra, the one seen driving off into the sunset in *Furious 7*, is next in line!

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ON THE GRID



SCENE: GRIDLIFE MUSIC & MOTORSPORTS FESTIVAL; GINGERMAN RACEWAY—SOUTH HAVEN, MI

WORDS & PHOTOS **Mike Sabounchi**



»Larry Kenney's 350Z time attack build. More on this in a future issue!



»Ryan Tuerck gettin' hella angle in his personal FR-S while putting on one rad show!

If you're like us, you've heard the term "Gridlife" but had no clue what it actually was. Earlier this year, we hopped on a plane to Michigan to see what it was all about for ourselves. Boy, were we blown away!

Put simply, Gridlife is a festival of car culture that lasts for three days. It combines drifting, time attack, a car show, camping, fun, and music squeezed all into one long weekend. You could think of it as Coachella for car lovers. While that sounds like a no-brainer concept, it's actually much more difficult to pull off than you think. Luckily, the guys at Gridlife have their shit figured out and their second annual event–despite heavy rain–was a huge success!

The moment I arrived in South Haven, Michigan, it felt like I just watched the fuse of a giant stick of dynamite light up. I was about to see this little town explode with people and cars–and that's exactly what happened. Every time we make it out to the Midwest, we are constantly impressed with the enthusiasm that



»Cars of all types showed up, including this clean AE86 and turbocharged Civic.

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MUSIC AND MOTORSPORTS

Never before, have we been to a weekend long festival at a racetrack that actually brought big name artists to a venue. It's easy to say, "hey we got DJs providing tunes all weekend long," but it takes an extra touch of class to pull in artists like Keys N Krates (under the Dim Mak label) and RJD2. While mother nature had a different opinion and let the heaviest rain fall during the concert, the crowd could care less. People were moshing and dancing in the downpour, the DJs were even playing while getting rained on, and the vibe was nothing but positive during both nights of the concert.



»Sexy RX-7 from Team Breaking.





»Quick, someone give them a white T-shirt to wear!







»Besides drifting and the music festival, time attack was also a major element of Gridlife. Even the Fortune Auto Evo 8, which set the Limited AWD record at our Super Lap Battle last year, was in the house.

comes out of that area. The car quality is second to none, the tracks are friendly, and the people are always stoked to be part of the scene; it's really refreshing to see stuff like this.

For three days, there was tons of action on and off the track, especially with the special drift exhibitions put on by Formula D driver Ryan Tuerck. The drifting continued with teams such as Risky Devil, ProceeD, High Fade, Tracker, and Garage Collective shredding tires all weekend in the wet and dry. For us, it was rad not only seeing these teams put on one helluva show, but also seeing them come to the aid of other drivers–some even complete strangers–to do what they could to help repair each others' cars and get them back on the track.

Everyone was there for the smell of race fuel and burning rubber, but it was also refreshing to see that they all shared a common passion for music and to party. As soon as the sun went down on Saturday, the main stage heated up with performances by Keys N Krates, Party Favor, and Lil Panda.

To be honest, we didn't want the event to end because it was just so damn fun. As much as we would love to see this event reproduced in California, we doubt it'll ever be possible in the near future. The tracks aren't as friendly and the vibe just isn't the same. That may not be a bad thing for now, though. It just makes Gridlife that much more special.

Connect: grid.life

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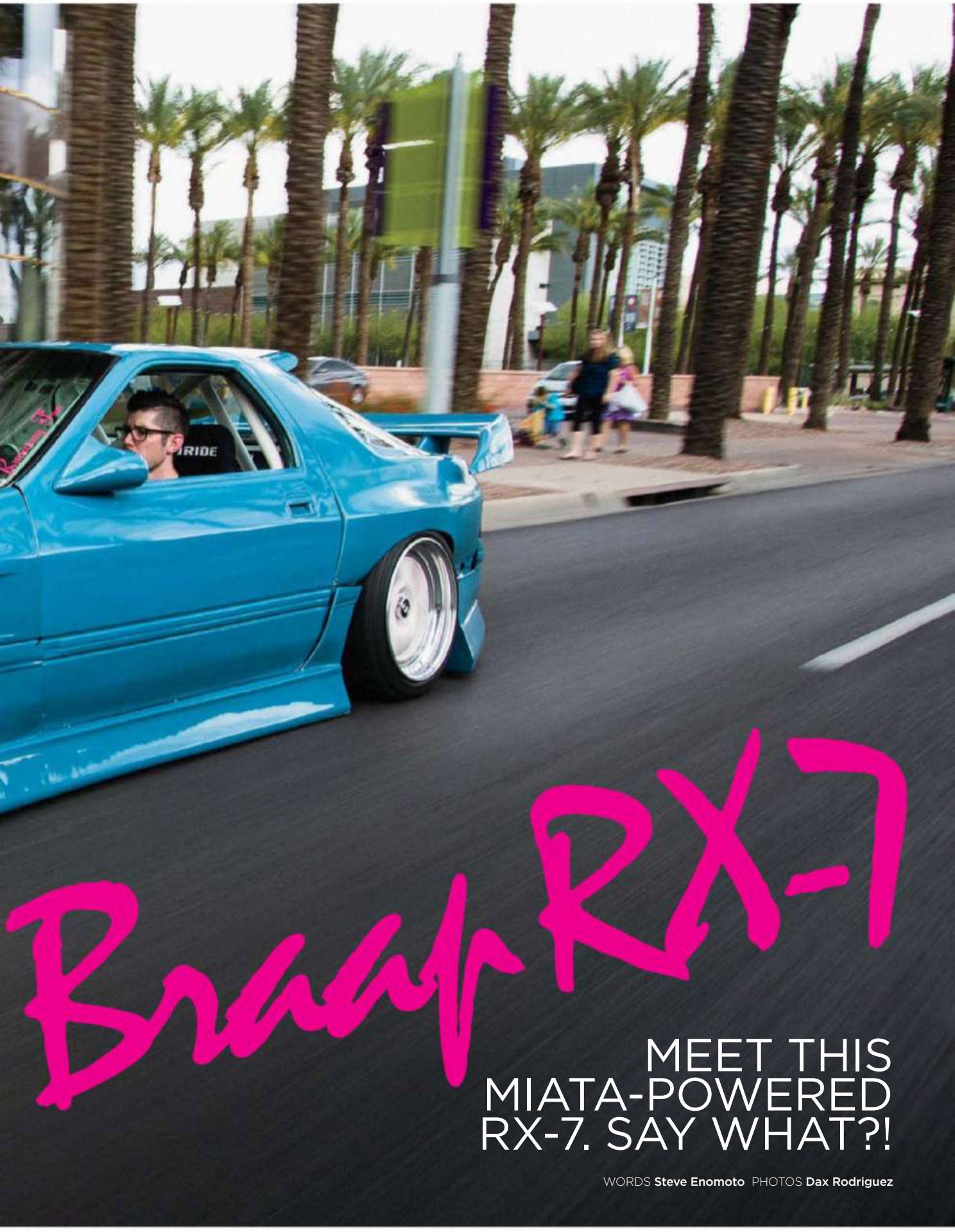
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WORDS **Steve Enomoto** PHOTOS **Dax Rodriguez**



"People put rotaries in Miatas all the time. Why can't I put a Miata motor in an FC?"

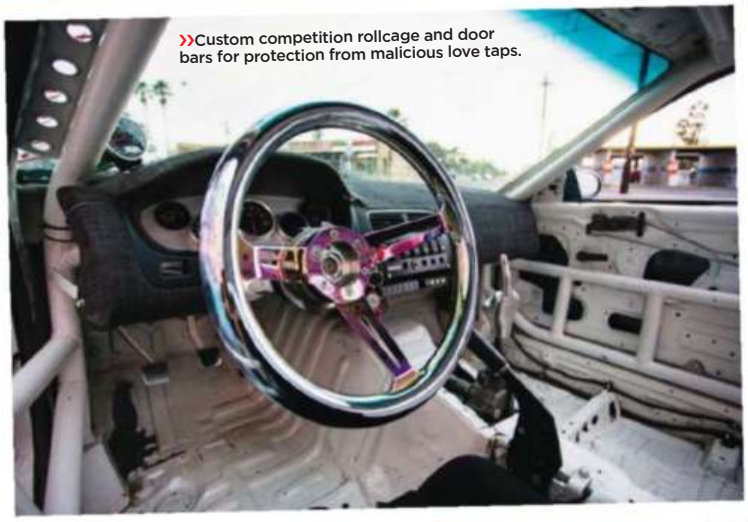
»The Maverick Motorsports roof wing made of aluminum composite, ready for takeoff.

Boom goes the Wankel. The classic case of the rotary engine death; not because of a particular cause related to negligence or misuse, but simply a timely death due to old age. Mazda has graced us with a magnificent piece of rotating assembly, however, this powerplant has become exceedingly unreliable and unconventional to use, especially in a performance-demanding environment where consistency is the key to success.

At one point, this '87 RX-7 TII was owned by George Marstanovic, who stuffed it with an LS1 engine and utilized it to acquire his Formula Drift license. The machine was decommissioned as a competition vehicle and stripped of its powerplant in '12, with the rolling shell going to the current owner Patrick Reynolds, who served as a spotter for George. To give the utmost credit, this RX-7 still qualifies as a purist car since Pat, being a former Miata drifter, decided to rebuild it and stick with the engine he knows best–the 1.6L B6ZE from the Miata. Pat claims, "People put rotaries in Miatas all the time. Why can't I put a Miata motor in an FC?" Despite this great decision, the naturally aspirated B6ZE engine pumped out a measly 120 hp and 100 lb-ft of torque from the factory. There was no way Pat was going to settle for that...

The quickest way to a car enthusiast's heart is a turbo, and soon enough, the Miata engine was quickly turbocharged and supporting mods were added to net 372 hp and 293 lb-ft. An EMS 4 standalone computer was added to manage the fuel and ignition timing of the newly acquired four-cylinder, where the fuel-turbo compressor map was tuned nice and stoich.

The exterior makeup of the machine resembles that of a clean, personal "fun" car of a Japanese pro drifter. But factually, it is based off of Mitsuru Haraguchi's BN Sports FC3S D1 competition vehicle, in both spirit and attitude. The Formula Drift legal 10-point rollcage (typically the beefy door bars) are a dead giveaway that Pat is riding in nothing but a lightweight shell



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1-ON-1 WITH MR. REYNOLDS

What's your background in drifting?
I started watching Internet videos back around '02. I had to search Kazaa or Limewire or whatever and there was so little access–it was a dig to find new media. I didn't start drifting until I left New Hampshire and moved to Phoenix when I bought my first car–a '90 Mazda Miata. I started out with 140 hp, coilovers, and a VLSD. Once I hit the track, my Miata was just a natural progression–go drive, get better, buy a new part, go drive again. It wasn't like how it is now, where kids go out and just build pro-am competitive chassis and then drive their first event. I don't really care to become pro. I've watched people go down that road and it's a financial disaster and there isn't much return for your investment. I really just go out to have fun. When the car cooperates, it's the best feeling. Just being able to beat on the car and drive with your best friends is all I want to get out of drifting.

What's the biggest difference between drifting your first Miata and this FC?
Despite being the actual motor out of my Miata, the FC is worlds different. It makes another 175 hp over the Miata but it also weighs a little bit more–but only by a couple hundred pounds. The Miata wasn't crazy gutted or raced out. The FC is such a more capable chassis. It will do whatever I tell it to. It can stretch really long turns or straights. There's more grip, more angle, and more input you can feed it. Though, the Miata was the most fun car on the planet to transition. I mean, literally, you could load the car up to full angle and transition lock to lock as fast as you wanted and the car never spun. I would throw it as hard as I could and it was so fast to opposite angle–you could leave the throttle pinned the entire time. The FC will spin and I have to think about transitioning first. I've heard FC chassis are busy and require a lot of input, but they are much slower and more controlled than the Miata, which makes driving it easier.

Can you tell us about the actual swap?
It was easy and a lot of work at the same time. The motor fits awesome, and Maverick Motorsports developed an adapter plate with my car to bolt a Turbo II transmission to a Miata motor. The Miata trans aren't strong, whereas TII trannies can hold upwards of 400 hp without much effort. The other advantage with my swap was that I could use slightly modified transmission mounts and essentially a shortened RX-7 driveshaft. This helped me push the engine as far into the firewall for weight distribution without building an entirely new firewall. The engine mounts were custom but not entirely difficult. The wiring and ECU side of things were a little more work and required a lot of research. Some of the compatible sensors from other engines were used to work with the



EMS 4. George wired the car completely from scratch and had to source every connector and wire for everything, including the ECU and USB connector. A lot of the things we did were the first times they happened or were undocumented on the Internet. Really, the last two years have been a learning process. The car is definitely not perfect, but I have to go to each event knowing that and do my best to stay patient, figure out the problems, and work to make the car better.

Any last words?
This truly is a dream come true and I try to treat it that way every time I go to an event. I'm just lucky to have a car that I can be proud to show off, and I'm even luckier to have the best friends with even cooler cars who share the same goals: look cool, drive hard, and have fun. I can't imagine my passion for drifting ever fading–and I say that with wholehearted conviction.



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›› 1.6L Mazda B6ZE engine surrounded by a semi-pipe frame chassis.



›› T3/T04E turbo peaks at 22 psi. Running on E85, the Miata motor puts down 372 hp and 293 lb-ft of torque!

with an outrageous power-to-weight ratio.

Instead of cambered for fitment and aesthetics, the correct tread contact of the rear Panasports indicates that the wheel alignment is done appropriately for performance motives. This secures the fact that this was a real professional-level drift machine, just currently shy of major sponsor logos and a full race support team.

Pat won't go kaboom anytime soon because he's got himself a solid setup and a non-rotary RX-7. So make sure to watch for this piston-powered RX-7 if you ever make it out to a local Phoenix drift competition and give him a thumbs-up for keeping it wholesome, all Mazda.



TUNING MENU
'87 MAZDA RX-7

OWNER PATRICK REYNOLDS
HOMETOWN PHOENIX, AZ
OCCUPATION ENGLISH TEACHER
POWER 372 hp, 293 lb-ft of torque on E85
ENGINE 1.6L B6ZE from a '93 Miata; StreetOrStrip Concept turbo manifold; T3/T04E turbo; TiAL 38mm wastegate; CX Racing intercooler; Koyo radiator; HKS SSQV blow-off valve; BEGi intake manifold; 1,000cc Injector Dynamics injectors; M-Tuned dual feed fuel rail; TOMEI fuel pressure regulator; LS2 coilpacks
DRIVETRAIN Turbo II transmission; Maverick Motorsports Miata adapter plate; ACT six-puck clutch; Fidanza lightweight flywheel; Shaftmasters aluminum driveshaft
ENGINE MANAGEMENT AEM EMS 4 standalone; custom wiring harness; GReddy PRofec Type S boost controller; Zeitronix Zt-3 wideband; Defi gauges
FOOTWORK & CHASSIS Ksport GT Pro coilovers with 9K front, 6K rear spring rates; modified front knuckles; custom spherical tie rod ends and lower ball joints; steering rack spacers; AWR trailing arm spherical bushings; DTSS eliminators; Maverick Motorsports individual camber adjusters; shortened centerlink
BRAKES Turbo II conversion with Hawk HP+ pads
WHEELS & TIRES 17x8.5" -50 front, 17x10.5" -15 rear Panasport G7 C5C2 wheels; 215/40R17 front Falken Azenis RT-615K, 235/40-17 rear Federal 595 tires
EXTERIOR Extreme Dimensions hood and rear over-fenders; AIT front over-fenders; BN Sports-style kit; East Bear aero mirrors; Maverick Motorsports roof wing; modified 326power rear wing; AZRX7 LED taillights
INTERIOR Bride Zeta III seat; Sabelt six-point harness; denim-wrapped S14 dash; middle finger shift knob; Maziora chrome/burnt steering wheel
THANKS YOU Runway Fun, Joe Haven, George Marstanovic, Elevens Paint and Fiber, Maverick Motorsports and Mitsuru Haruguchi for the inspiration


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SCENE: BLOX EVOLUTION 2; PIER 70—SAN FRANCISCO, CA



WORDS & PHOTOS **Jofel Tolosa**

While we love L.A. living, we'll make any excuse to make a trip up to the Bay! This time around, we visited our friends at BLOX Racing for their second annual Evolution car show. The first show was a big hit, and to no one's surprise, the second was even better–hella better! Set at a warehouse on Pier 70, EVO2 had a raw and underground atmosphere without the cheesy *Fast and Furious* vibe. Simply put, there isn't an event that looks as dope as this in the California show circuit, and you can already count on us being there next year!

We weren't in charge of judging the show but wanted to give our own *Super Street* props to these three showstoppers. You can find the full gallery on superstreetonline.com as well.

EDITOR'S CHOICE



Rothsen Valdez' Nissan Skyline GT-R
Even with all the heat going around for R34s, Rothsen still daily drives this Skyline V.spec II with a fully built N1 motor.

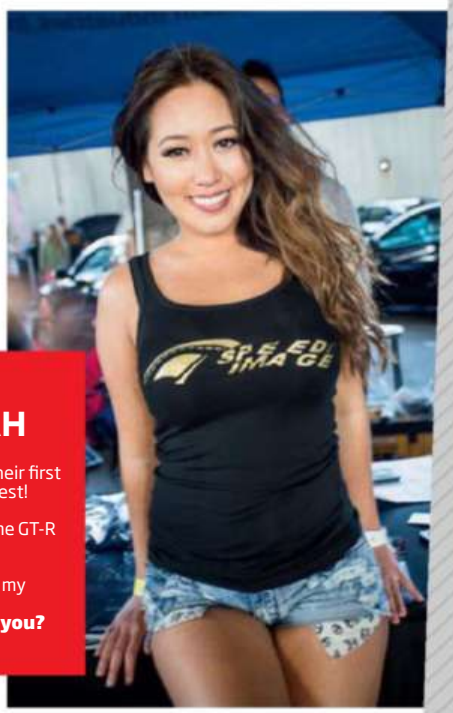


Nikki Higgins' Honda Civic
We love hatchbacks, most especially this Civic with JDM EF9 goodies and powered by a B16A2 with AE101 individual throttle bodies!



Alex Corpus Lexus IS250
Alex wasn't feeling the original color so he painted his project a Sunset Bronze pearl while also adding ZG flares and 19" Work Equips.





CATCHING UP WITH *SS* MODEL ANGIE LEAH

Was this your first BLOX event?
I've actually been working for BLOX ever since their first open house in '11, where I won their model contest!
What was your favorite car?
If I'm not mistaken, I believe I saw a Nissan Skyline GT-R V.spec II. Very clean and dope!
Open bar, huh? What did you drink?
Coca-Cola, of course, and I might've said hello to my homie Jameson.
Which model would you take home with you?
My twerking partner in crime Ashley Vee!

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RECARO

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COULD THIS BE THE BEST DC5 EVER BUILT?

PHOTOS & WORDS **Joey Lee**

"REDRUM1," as it has been affectionately named by its owner, is one of those builds we've been keeping a close eye on for more than two years. This might be an understatement, but this build is truly special in every way. We knew it from the first moment we were introduced to it when it was tucked away in a body shop in the Pacific Northwest. This DC5 RSX Type-S was quite different then. The car was a shade of silver and the body panels had been filleted, awaiting massive fab work to create a seamlessly widened appearance. We asked about it and it belonged to a guy by the name of Huy Hoang, better known to his friends as "Wii" or "Wiiizzer." Huy had a couple of other projects going on during that time, but his RSX stood out to us especially. To see a DC5 with this amount of work was unique to us because, well, let's be honest, enthusiasts rarely go to these lengths with this particular chassis. The previous generation Integra was and probably still is one of the most popular Hondas to build; however, the RSX was not met with the same acclaim.

There was much work to be done, and there was really no timetable for its completion. Some months went by and we just stopped hearing about it. Rumors were that Huy was such a perfectionist that the build was ever-evolving with new parts and new ideas. As such, it delayed the final product. Still, we had faith it would come to fruition, and finally, fast-forward to today and Huy knocked on our door to let us know his DC5 was ready to roll. Once our schedules aligned, we made the trek to Washington to see if the seeds he had planted in his Acura years before had finally bloomed into a glorious rose. The answer was a resounding, "yes," and boy were we not disappointed. Upon closer inspection, there was no doubt that this could be the best DC5 build–correction, one of the best Honda builds to date!

"Like many, I really had no plans for this car when I first purchased it." Huy explains. "I wrecked my Lexus IS300, even breaking my femur in the process, and I had to start college after I recovered. The RSX was just the car I could afford back then. I developed the itch to mod the car after doing some more research on it and seeing what parts were available."





2.2L bored and stroked K20 engine that's freshly built and hasn't even been broken in yet for high boost!

He acquired simple bolt-on parts for the car and came to realize it was a fun car to drive. To think that it would ultimately result in the final product today seemed outright unimaginable at that time, but Huy always felt like there was an inherent creative side to him that was untapped.

"Growing up in Vietnam, my dad worked as a welder and fabricator," he says. "I remember watching him weld bicycles so we could have food on the table. Whatever scrap metal he had left over, he would make unique jewelry and trinkets for my mom. Seeing his hard work and thoughtful creativity really motivated me through the years. I always remembered that, and it pushed me to create something that was completely original and seemingly unobtainable."

As Huy got more involved with the local car community, he also met some friends who would help motivate him. One of those guys in particular was Bill Master, another Honda owner. The two had a thirst for speed and always wanted to make their cars faster. Bill's EP3 Civic was turbocharged at the time (featured *Honda Tuning* 1/13) and Huy had a Jackson Racing supercharger in his Type-S. Speed was all they cared about–appearance was simply an afterthought. Huy embarrassingly admits, "We talked about ugly wheels, molding stock lips to bumpers, and many atrocious aesthetic crimes that others wouldn't dare to commit, but we didn't care or know any better at that time. It wasn't until we met our friend Mel Diego that our views changed. He would constantly poke fun at us for our terrible ideas, and we started to pay more attention to the exterior of our cars."



»Rally-style white DC5R roof skin to contrast with the custom X-beam of the welded-in cage.

Huy was still very much the performance-oriented enthusiast, but seeing Mel cruise around in his Mugen-themed Civic really sparked his interests in making his RSX more appealing on the outside. Mel had been visiting a local body shop known as JMI Motoring, and Huy would tag along. It was there when he met the crew at JMI, which set his build in a completely unprecedented direction.

"I noticed there was an older Volkswagen at JMI that had been widened but still retained the original body lines. It piqued my interest. I decided that I not only wanted my entire car to be 'caged, I also wanted the body to be widened so I could run a bigger wheel/tire combo. At that time, I was making over 500 hp, so I needed to compensate for the wheelspin. The car was going to be driven with a thick tire, so it made more sense to do a full metal widebody instead of just running fiberglass flares."

Hoang and friends stripped down the car and then left the bare shell in the trusted hands of JMI Motoring. The engine had seen better days, being that it had been pushed so heavily with forced induction. The fabrication work left Huy with plenty of time to collect parts and build a completely new setup for his RSX. Admittedly, he felt a bit of hesitation and risk doing so much to his car because he had no real final vision in mind. There was so much custom work being done that it was hard to picture what the car would be like once it all came together. Never one to give up, he moved forward with the help of his friends and the vision that he credited his father for instilling in him.

Months turned into years as Huy sought out only the rarest and most unique parts in an attempt to differentiate his build from others. A major point of inspiration came from his car's Japanese counterpart, the DC5 Honda Integra Type R. Various Type R components came in from Japan and found their way onto his RSX, with the two most prominent pieces being the roof skin and rear windshield. The roof skin was necessary to delete the factory sunroof on his RSX, while the rear glass, originally from a "Competition Model" Type R, rids itself of the rear windshield wiper.

Another major inspiration to which this build is based off of is the Mugen Integra Type R. Huy confesses that he was never much of a fan of the Mugen aero kit for the DC5 but quickly fell in love with it after seeing its quality fit and finish. He enjoyed the superiority of Mugen products so much, he began amassing its entire catalog of parts. The kit had to be modified later to fit the custom body panels. As for the roof, the JMI team integrated it like it was supposed to be there all along, however, purposely leaving the underside white to accentuate the body-matched X-beam of the custom rollcage.



›› Stripped clean and painted BMW red to match. Custom 'cage built by JMI.

"I also wanted the body to be widened so I could run a bigger wheel/tire combo."

A bulk of the fabrication work, along with many changed plans and parts, totaled to about four years of downtime for REDRUM1. In that window of time, the final color choice for the RSX was even changed from a Lamborghini gray hue to the remixed BMW Melbourne red you see now. Reassembly of the entire build took place during the cold winter of '14 in a rented-out storage unit between Huy and his buddy Bill.

Just carefully looking over his full modification list is mind boggling in itself, but some of the most important additions include the Brembo front brakes, which we were surprised to find out are meant for NASCAR applications! Custom top hats and brackets were made to mount them, but Huy spared no expense in making them work. And



›› So smooth, you can barely tell the fenders are widened!





>>Mugen steering wheel featuring an OEM NSX-R horn button.



>>Carbon-fiber door panels with custom door latches. Power window switches have been integrated into the dashboard. Dope!



>>Recaro SPG seats and Willans safety harnesses, the perfect combination.



>>STACK Euro Edition digital instrument display mounted to a custom carbon bezel.

TUNING MENU
'03 ACURA RSX TYPE-S

OWNER HUY HOANG
HOMETOWN TUKWILA, WA
OCCUPATION BOEING QUALITY PLANNING SPECIALIST
POWER 392 whp; 288 lb-ft of torque (12 psi on low boost)
ENGINE 2.2L K20Z1; Hasport billet 90A engine mount inserts; port and machined cylinder head; balanced and polished crankshaft; IPS KT-1 turbo camshafts; Supertech dual valvesprings, titanium retainers, valve guides, seals, keepers; ARP head studs, rod bolts, girdle bolts; Cometic 87mm head gasket; Darton Superdeck sleeves; CP connecting rods; JE Pistons; ACL crankshaft bearings; OEM RRC intake manifold; Hybrid Racing 70mm throttle body, fuel rail; Circuit Hero oil pan baffle, timing chain guide; modified K20Z1 oil pump; Karcepts throttle body adapter, fuel pressure regulator bracket; Full Race twin-scroll turbo manifold; Borg Warner S300SX turbocharger with billet turbine (T4 1.10 A/R); dual TiAL MVS 38mm wastegate; ASP Headers custom-made downpipe and dump tubes; Jiffy-Tite quick-disconnect -10AN oil return fitting, quick-disconnect fuel fittings; Aeroquip Starlite high temp fuel hose, oil return hose; Burns Stainless 3" exhaust; Magnaflow dual mufflers; Walbro fuel pump; Bosch 044 fuel pump; Aeromotive A1000 fuel pressure regulator; Injector Dynamics 1000cc fuel injectors; SARD oil cooler; Tabata dual-core radiator; All-In Fab custom radiator overflow tank, fan shroud with fans; Mugen dry carbon coil pack cover, dress-up washers, oil cap; OEM NSX cover nuts; Bolt Boys strut tower washer nuts; relocated fuse box to glovebox
DRIVETRAIN Competition Clutch stage 4 clutch; Hybrid Racing shifter cables; M-Tec shifter springs; shot-peened and cryo-treated gears; Quaife limited-slip differential
ENGINE MANAGEMENT Hondata K-Pro, Mac boost controller; Wireworx Mil-spec stage 4 engine harness; AEM digital boost gauge, wideband air/fuel digital gauge
FOOTWORK & CHASSIS Aragosta hydrogen-filled coilovers with 16K front, 18K rear spring rates; Eibach helper springs; OEM Type R front sway bar; M&M Honda Super Steering tie rod, tie rod rider bracket; Comptech rear sway bar combo with frame brace, lower frame brace; Function7 rear lower control arms; JIC Magic rear camber kit; Buddy Club roll center adjusters; power steering system converted from hydraulic to electronic; Energy Suspension polyurethane inserts; custom Tig-welded rollcage, stitch-welded strut tower
BRAKES Brembo NASCAR front calipers with titanium pistons, short track pads; StopTech 332mm slotted front rotors; custom-made front rotor top hats, caliper brackets; OEM Type R rear calipers; AEM oversized rear rotors; Mugen Micromesh hoses; ABS delete; tucked brake lines
WHEELS & TIRES 17x9.5" +12 Volk Racing TE37 wheels; 255/40R17 Dunlop Direzza Star Spec ZII tires; Project KICS R26 lug nuts; ARP extended wheel studs
EXTERIOR Mugen '05-'06 front bumper, side skirts, rear lip, canards, hood, front and rear tow hooks; modified BMW "Melbourne Red" paint from JMI Motoring; OEM '05-06 rear bumper; Type R roof skin conversion, Competition rear windshield, HID headlights with auto-leveling motors, taillights; shaved third brake light; custom all-metal widened front fenders and rear quarter panels; Vision Technica side mirrors; Varis GT Euro Edition rear spoiler; OEM Corvette ZR1 mudguards; semi-shaved engine bay
INTERIOR Mugen steering wheel, steering hub, side-seat stays, power cut-off switch, carbon-fiber shift knob, pedal set; OEM NSX-R horn button, Type R push-start button, Type R console, emergency brake; Signal Auto steering quick-disconnect; Recaro SPG seats, seat rails, sliders; Willans six-point safety harness with composite alloy adjusters; carbon-fiber door panels with custom door-pull tabs; Hybrid Racing shifter box; STACK Euro Edition digital instrument display, 5 LED digital shift light; carbon-fiber display bezel; Honda Access headlight leveling switch; custom hood-pop cable
THANKS YOU my family; Bill and Mel at BHM; Yoshi, Joe, Nina, Thuy, Larry; Jeff, Ryan, and Sean at JMI Motoring (now AeroCoating INC); David at Hybrid Racing; Derek at All-in-Fab; Stefan and Mikee at ASP Headers; Ray at Garage Autohero; Scott at Kingmotorsports; Steve at HMotorsonline; David at EvoGarage; Albert at Buddy Club; Morris at Boom Plus Toys; Ben and Mike at KTuned; Brian at Karcepts; Brian at Hasport; Josh and Ahmed at Vivid Racing; Chuck at Showstoppersusa; Xavier at Wireworx; Raffi and Geoff At Full-Race; Pavin, Rob, Chris, Sherri, Rick, and Charles at Acura of Lynnwood; Minde at MP Built; Toto at Team2to; Terry, Pow, Tai, Darnell, Steve, Tam at Trikspeed; Ronald at LCM; Nick at Boeing; Cullen at Cullenchuengphotos; Joey at Stickydiljoe.com

where many would run entry-level dampers, he sought out a set of Aragosta gas-filled coilovers from Japan.

There could easily be more than $100K invested in this build, but it isn't the money that makes this build special, it's how it all comes together. Execution is the key, and everything flows together in glorious fashion. There are details many wouldn't even notice, for example, how the power window switches have been relocated under the dashboard to retain full functionality with the carbon door cards in place. "Impressive" wouldn't be quite enough to describe this build as a whole!

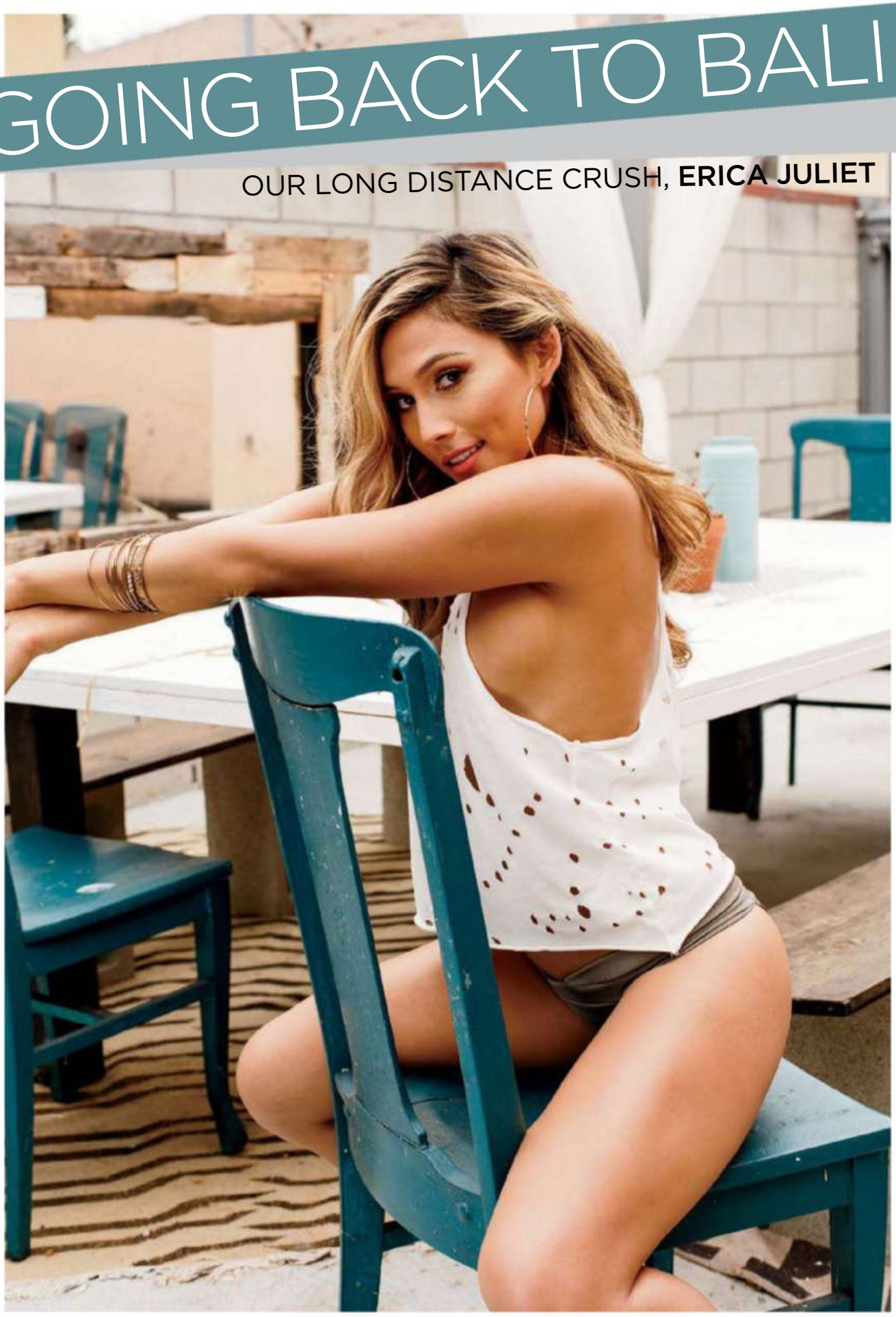
"The setbacks and challenges over the years are what give this car value to me personally, more so than the money I've put into it," Huy says with conviction. "REDRUM1 is not just made of parts that can be bought again and bolted on. The time, care, customization, and contributions from so many different people make each individual piece very personal and special to me. The build in its entirety is a priceless, cherished automotive creation."



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We've wanted to shoot the gorgeous Erica Juliet for some time now, even before she became one of this year's stunning Hankook umbrella girls. But here's the thing...she lives in Bali! Must be nice, right? While we thought she just lies on the beach everyday, she's actually a very independent and hardworking girl who models full-time, but also is an actress and producer - in fact, she's working on writing her first film set in the Philippines now! We can't wait to hear more about her movie in the coming months, but for now, enjoy her feature this month!

We know you're an umbrella girl but are you actually into Formula D?
I'm getting into it. I think it's really cool and never knew much about the whole world of drifting!

Do you have a favorite driver?

Aasbo... Yeah! Hankook tires! I feel like we're their pro cheerleaders.

It must be working because he's doin' good this year! What about a favorite Hankook girl?
Wait, that's like discrimination! Haha. It's tough, I love them all.
Safe answer... Okay, now the big question - why Bali?
I grew up all over LA. I moved a lot but in the last six years, I've been travelling back and forth from Bali. I'm also in the Philippines a lot and love exploring internationally as a model and now as a filmmaker.
We're a bit jealous... So tell us about your film.
It's an action drama that showcases escrima - a Filipino style of martial arts. It uses a lot of sticks, knives and weapons. It's really, really fast and cool!
Does that mean you know martial arts, too?
I got my black belt in Kenpo. I also studied taekwondo, Weng Chun, and recently a little boxing.
Have you ever beat anybody up?
Yes... but I'm not proud of it! I don't like hurting people. Growing up I was such a girly girl and never told anyone about this stuff. I was a cheerleader and I thought guys wouldn't find it attractive.

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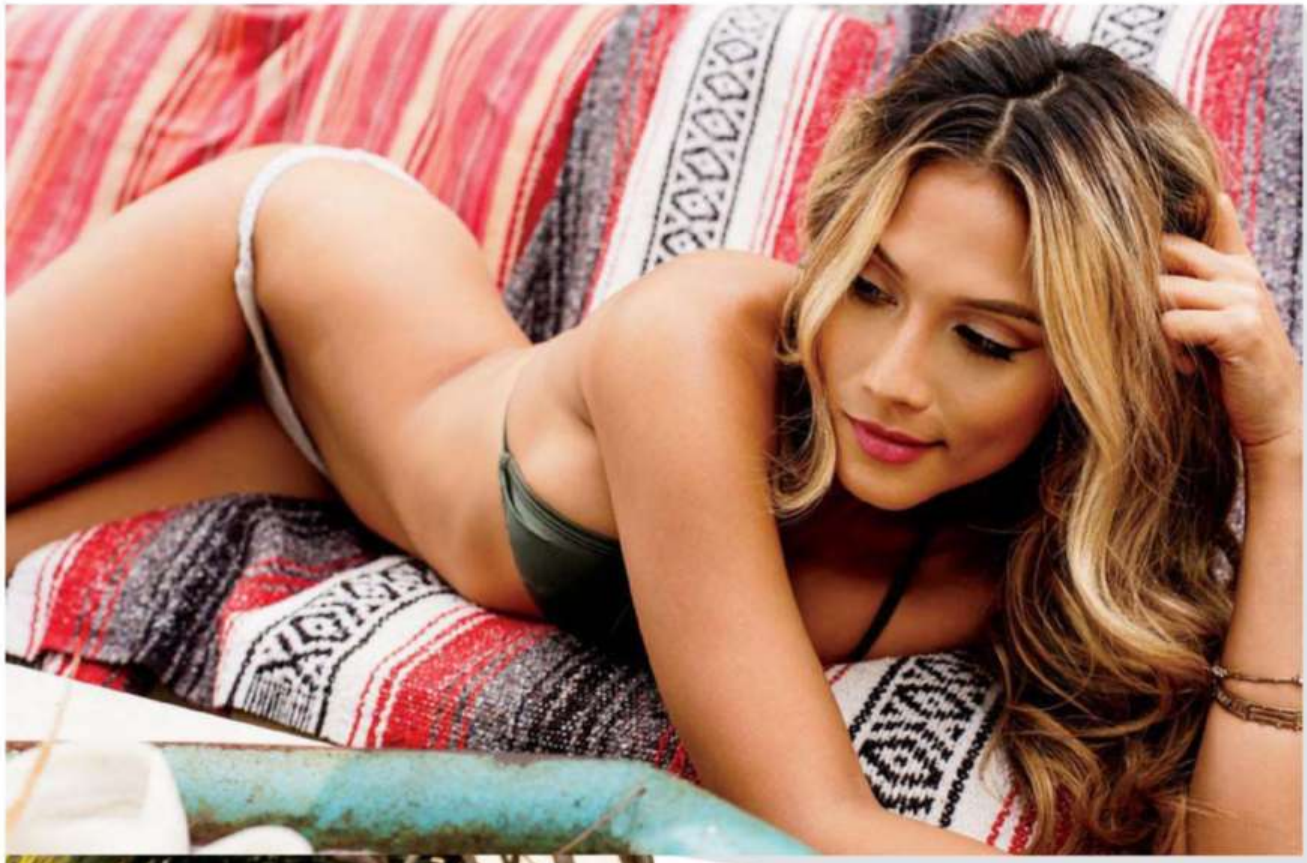


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ERICA JULIET
BIRTHDAY January 7
HOMETOWN California and Bali
INSTAGRAM @_ericajuliet_

You want guys to think you're girly, right?
Not really.
We think it's pretty badass actually! So what's your nationality?
My dad is Filipino with Spanish and my mother is French, English and Irish.
Sounds like the perfect mix to us! What are some interesting hobbies you have?
Stand up paddle boarding, reading palms and writing poetry, I guess? Oh, and drinking whiskey!
Yes! We're on the same page there.
Haha! Yes, Jameson, please, with a splash of ginger ale.
Our type of girl! So what car do you drive now?
I'm a Mercedes girl… I have the most ridiculous Barbie car. It's a small black two-seater roadster. People make fun of me but I love it!

Oh a little SLK… How cute… Have a crazy story to share?
Once somebody was stalking me and I ended up hanging out with him. Like he literally followed me in my car. I thought, the worst thing that could happen is that I could die, but I didn't think it was going to happen…
So you embraced the stalker?
Yes, it was scary. I laughed at myself, "You're pretty crazy, Erica."
Damn! You are crazy. So on the subject of possibly dying, if you had 24 hours to live, what would you do?
I'd cry… Then I'd want to be held by someone the whole time. I'd probably eat some chocolate, a donut, pizza and drink beer…then sex - basically everything that feels and tastes really good!


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IN ARMS

ONE FAMILY BRINGS TOGETHER ONE OF THE FASTEST NISSAN SILVIAS ON THE PLANET



WORDS **Matt Greenop**
PHOTOS **Alastair Ritchie**

Nissan's tendency to build great cars with feminine names makes things harder for manly car fans when they're looking to build a seriously tough machine. Getting a car with a nameplate like Gloria, Cedric, or in this case Silvia, to perform with a bigger serving of manpower than the shameful moniker written across their lovely rear ends isn't just desirable–it's a necessity. Add the fact that building a track car with just the right mix of slick and quick is not a cheap exercise–if you're going to do it right. Getting anything like the correct combo of grunt and gorgeous takes a big budget, a tooled-up workshop, and a huge commitment–unless you're the Sutton brothers from the south Sydney suburb of Woolooware.

Andrew and Wayne Sutton have created one of Australia's finest Silvia S15 examples, fueled almost entirely by a passion for the model and a boundless enthusiasm to keep the car permanently improving. Looking at this time attack hero, it'd be easy to dismiss it as another track-themed showpiece–until you scratch beneath the surface.

"Both of us have been incredibly fond of the S-chassis lineup for many years, and not for the strong drift representation but for the car's ability to do the opposite and be of the most enjoyable track and race cars available with a reasonable budget in mind," Wayne says. This departure from big, smoky drifts of S15 lore into the world of grip, plus the faster lap times that come with it, has done nothing to reduce the duo's love for the S15. In fact, it's all they ever really wanted for the car. "To this day, if we had the opportunity to do this all over again, we would end up in the same model car and still remain just as happy with it."

This auto-love equation stems from the mighty SR20DET, one of Nissan's



ON THE ATTACK

The Sutton Brothers' Nissan Silvia S15 is one of the real stars of the World Time Attack Challenge held in Australia. Built by Andrew and Wayne Sutton, the car has been created purely as a track weapon but has the looks you'd expect to see on the show floor at events like SEMA.

Having made the jump from open class to the recently added Pro Am, the Suttons can do what they do best without having to bow to heavily regulated class rules. With Pro Am allowing the same freedoms as Pro class, the privateers can now try to milk as much power as possible from the S15–and the sky appears to the be the limit.



most tunable engines that delivers a far more usable power spread than the Skyline's GT-R. A bit more displacement does give it a helping hand, achieved with a 2.2L stroker kit from JUN, including crank, rods, and pistons with compression sitting way down at 9.5:1 and allowing the Precision turbo to blow 34 psi at the four-cylinder engine, adding up to an impressive 727 hp. We should also note, this car started out as a non-turbo SR20DE–the Sutton brothers have come a very long way with this motor!

Kelford Camtech's 1mm oversize valves are fitted on both the exhaust and intake sides of NISMO N2 heads, with Pulsar GTi-R rockers and lifters joining the party.

Getting this sort of power flowing like it should, and not unzipping Nissan's block, was a complicated process, helped by some well-conceived underhood engineering. The rest of the oxygen comes via an HKS GT-series intercooler with matched Hypertune piping, throttle body, and plenum. On the fueling front, colossal 2,200cc injectors give the final squirt, with a Sard regulator and a Weldon inline pump and two fuel filters pushing it through from a Hypertune custom tank and into a matched fuel rail. Getting this huge volume of gas out is a full titanium exhaust system built by the Sutton brothers, starting with 90mm from the turbo via twin TurboSmart external wastegates. An Autronic SM4 ECU keeps this recipe for big boost and big power becoming one for a big bang.

It's all very well to have earth-



»Runnin' through six gears with my woes.



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shattering power on tap, but without the six-speed Hollinger sequential and matching driveshafts, SP Tech axles, NISMO LSD, and a combination of a Tilton triple-plate clutch and pressure plate, it wouldn't be getting very far at all.

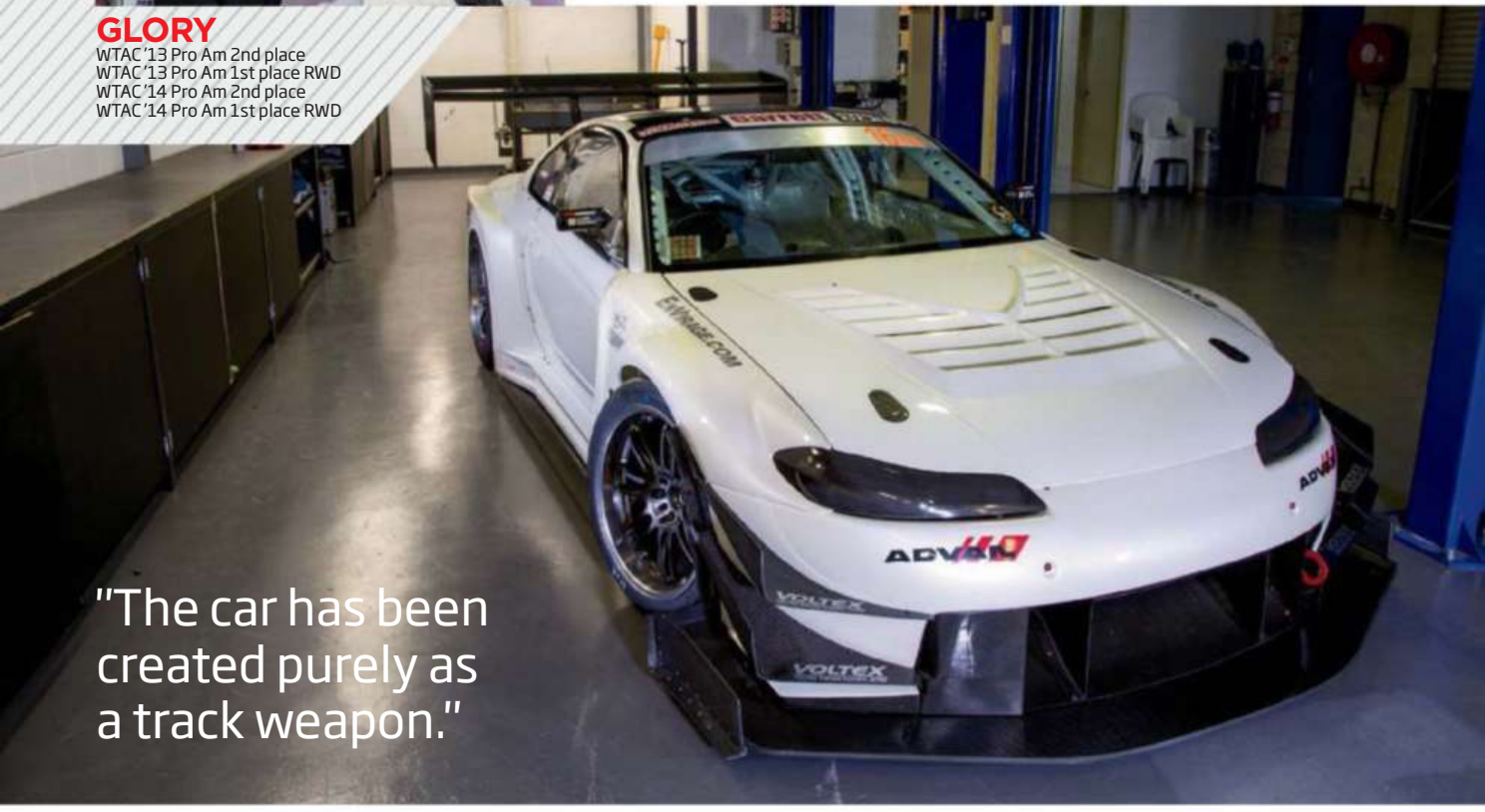
Being set up strictly for track, the S15 is smashed toward the earth with Midori-built Aragosta three-way adjustable tampers using Eibach springs. The other main component to keep it stiffer than cadaver, but far more nimble, is a seven-point rollcage.

Sticking this sweet Silvia on the tarmac out of corners are Advan A050s, 295s all round. "We've been running them for many years and still love them more than anything as a single lap time destroyer," Wayne says. "We will continue to use them no matter what for this reason. As for the wheels, well RAYS is time attack!"

The other key point of stickiness—the way in to corners—wasn't easy to get

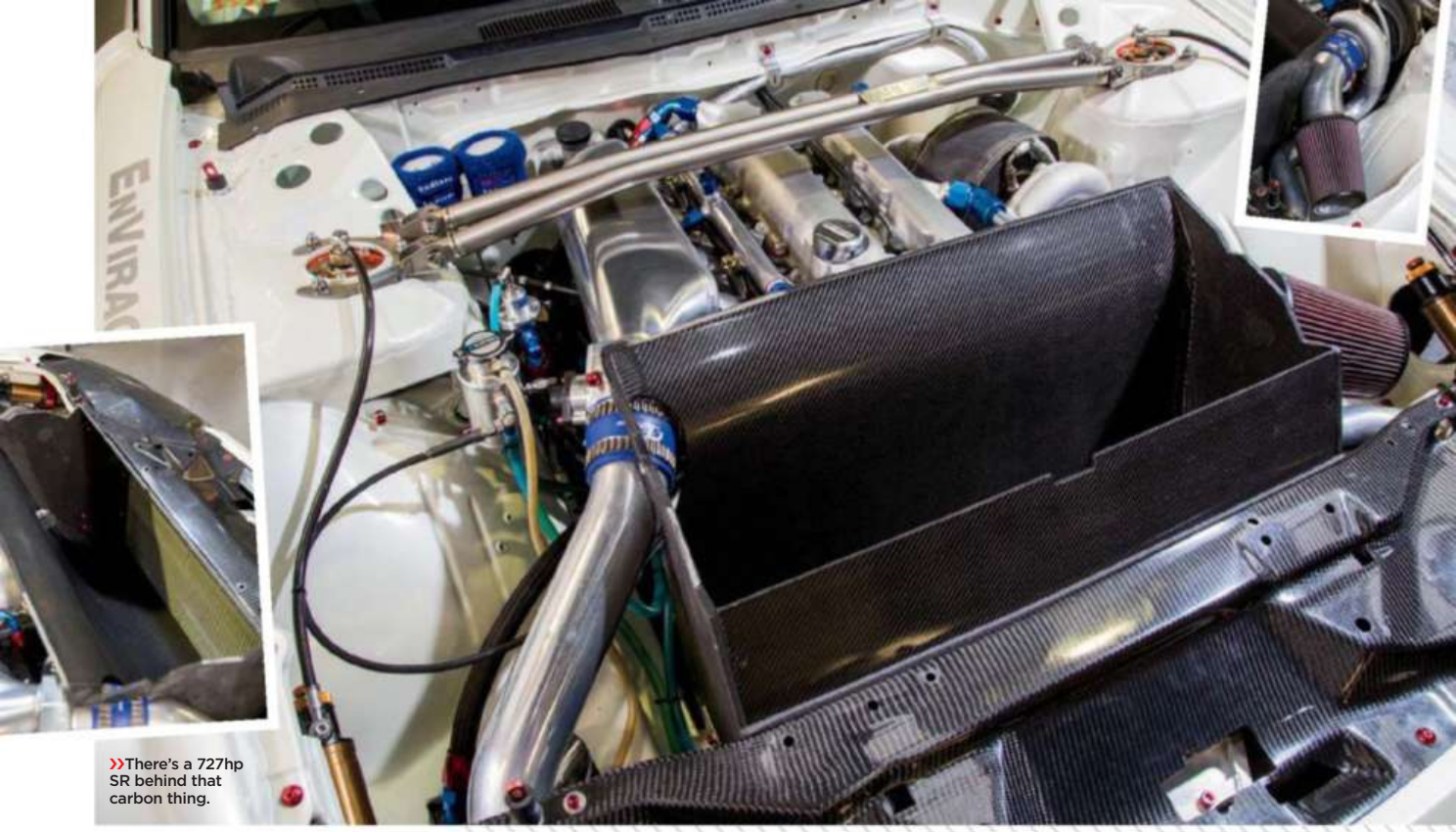
GLORY

WTAC '13 Pro Am 2nd place
WTAC '13 Pro Am 1st place RWD
WTAC '14 Pro Am 2nd place
WTAC '14 Pro Am 1st place RWD



"The car has been created purely as a track weapon."


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»There's a 727hp SR behind that carbon thing.

"This car started out as a non-turbo SR20DE."

right. Wayne says getting the twin master cylinders to play nice with the big Endless brakes "sure is a learning curve."

The next step in the ever-more-impressive time attack package is the body kit. Designed by the brothers themselves, you can see the entire body is custom-molded. Everything is designed to the tiniest detail for better aerodynamics and airflow, for example the widened front bumper features an enormous center air intake for improved cooling. A carbon front splitter and canards also weren't overlooked, adding to the aero improvements. While the GT-inspired fenders allow more tire for all four corners, there are also vents and carbon trim to aid flow. The rear is by far the most extravagant part of the equation with a massive rear diffuser, Voltex carbon wing, and articulated vents to help reduce drag. Other details include the carbon flat undertray and carbon doors, trunk, and hood.

"Every aspect of the car's tuning has its own particular reason why it is that little bit tricky," Wayne says. "And at the completion of it, you can sit there and think, 'I really should have gone about that in another way.' But that is some of the enjoyment, knowing you can do better, push harder, and go faster."

TUNING MENU
NISSAN SILVIA

OWNERS ANDREW AND WAYNE SUTTON
HOMETOWN WOOLOOWARE, SYDNEY, AUSTRALIA
OCCUPATION ELECTRICIANS
POWER 727 hp
ENGINE Nissan SR22DET (stroked); JUN 2.2L crank; JUN Cosworth conrods, pistons; JUN custom camshafts; NISMO N2 heads; Kelford Cams' 1mm oversize valves; Nissan GTiR lifters and rocker arms; Precision 6466 CEA turbocharger; HKS GT intercooler; Blitz BOV; Hypertune intercooler piping, throttle body, intake plenum, runners, fuel tank; Weldon inline fuel pump, primary and secondary fuel filters; Bosch 2,200cc injectors; Sard fuel pressure regulator; 6 boost headers; 90mm titanium exhaust piping; 45mm dual TurboSmart wastegates
DRIVETRAIN Hollinger RD6S gearbox with 3.9 final drive; strengthened driveshafts; SP Tech axles; ACPT carbon-fiber tailshaft; NISMO carbon-fiber GT limited-slip differential; Tilton triple-plate clutch; custom aluminum flywheel
ENGINE MANAGEMENT Autronic SM4
FOOTWORK & CHASSIS Midori-built Aragosta three-way adjustable dampers; Eibach springs; custom blade-type sway bars; MJ Custom's rear crossmember; Ikeya Formula full custom arm set; solid bushes; ARC strut brace; rollcage
BRAKES 335mm front, 324mm rear Endless two-piece rotors with six-piston front, four-piston rear calipers; twin master cylinders
WHEELS & TIRES 18x11" Volk Racing RE30 wheels; 295/35R18 Yokohama Advan A050 tires
EXTERIOR custom aerodynamics by Sutton Bros and Voltex Japan; First Molding carbon-fiber hood; Craftsquare carbon-fiber mirrors
INTERIOR Racepak IQ3 gauges; Bride Zeta III seats
THANKS YOU our father Neil and friend Ray; Hypertune; Voltex; Endless; Advan; Unigroup Engineering; Envirage Engineering; Turbosmart; Emtron Australia; Ian Baker and all the staff that contribute to WTAC



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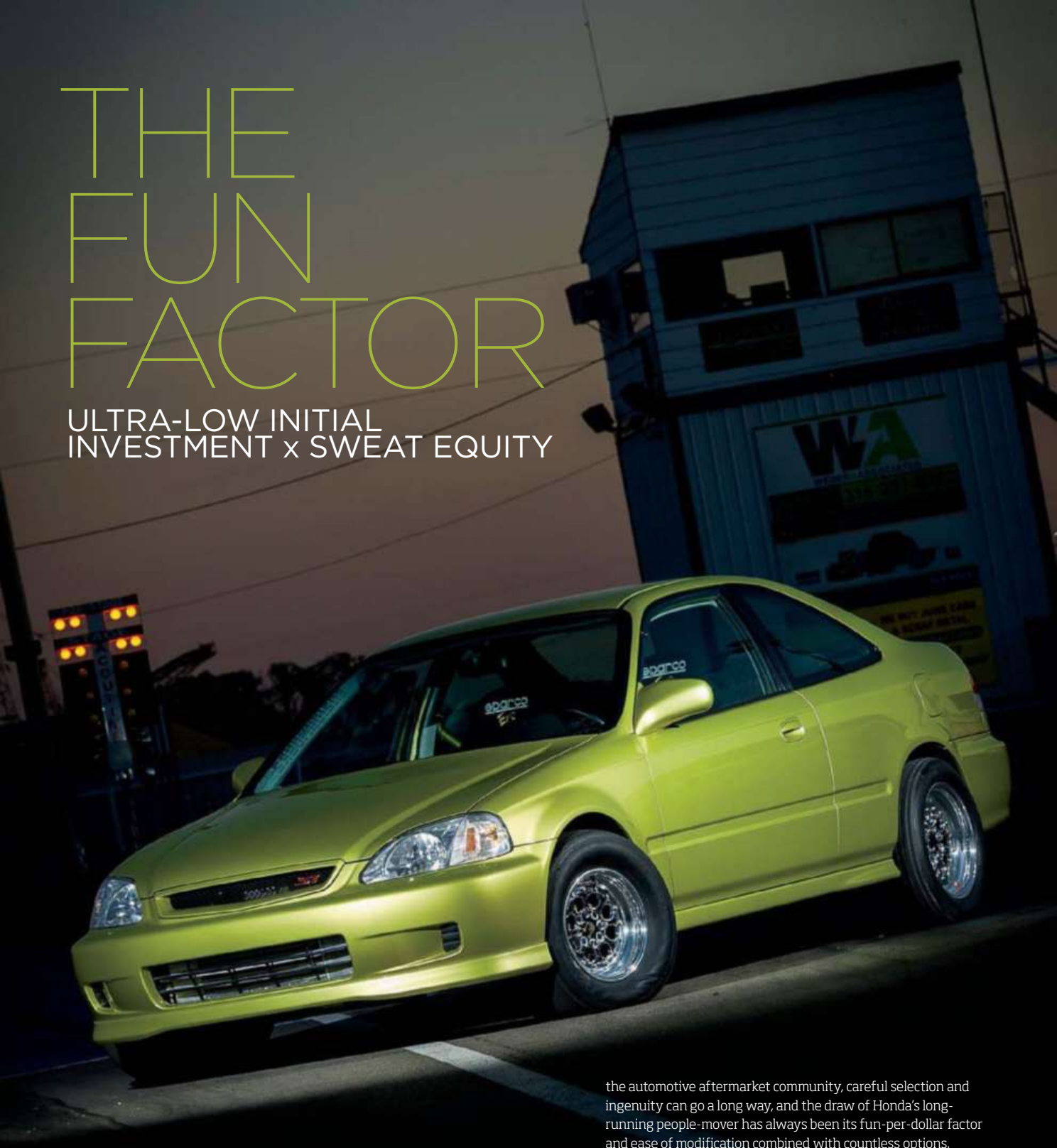
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WORDS **Rodrez** PHOTOS **Grant Cox**

During the war of words that shuffle across your monitor as you bounce between your regularly scheduled daily social media and automotive forum intake, you've no doubt read the snide remarks, not-so-clever memes, and overwhelmingly negative comments about Civic builds. All too often labeled as cheap commuter cars with nowhere near the power, finesse, or feel of a real sports car, they're blasted time and time again. Truth be told, much of what the naysayers are screaming online is quite true.

A high-dollar sports car the Civic is not, although, it was never intended to be. A '99 DX model, like the one pictured, was produced to serve life as a reliable, efficient, and very affordable commuter car. It's 100-or-so-horsepower engine wasn't the stuff dreams are made of but rather a gas miserly four-cylinder with just enough grunt to get out of its own way with a few passengers on board. But like anything else in the automotive aftermarket community, careful selection and ingenuity can go a long way, and the draw of Honda's long-running people-mover has always been its fun-per-dollar factor and ease of modification combined with countless options.

This particular car, owned and built by Kyle Moore of Wichita, Kansas, was purchased about seven years ago for a mere $500. His intentions were simply to bring the car up to a safe, reliable status for daily driving duties while he continued working on a hatchback drag car. The ultra-low price tag on the coupe of course meant a less-than-stellar condition. Kyle adds, "The car was a basket case. No interior, no motor, no wheels, just a shell with a dash more or less–and what parts it did have, were trash."

After getting the car home and giving it a more in-depth look, Kyle's inner-perfectionist wouldn't allow him to just throw together the car. He adds, "I, being as picky as I am, would not be seen in such a hooptie. The car was missing too many parts to just throw a motor in and go. It needed a right quarter-panel, so I found a totaled Si and snagged most of the parts I needed from



»Turbocharged and built B-series rests in this immaculate sublime green bay.



»Bullseye 62mm-trim turbo creates enough boost to allow Kyle's Civic to reach 9-second terrritory.

it." Performing a quarter-panel graft at his workplace, Lonny Moore's collision repair, Kyle found a bit more damage beneath the surface. "When bolting up the new front end, I realized the front framerails were pushed up over an inch per side. Off to the frame rack she went."

With the chassis and exterior issues finally cured, Kyle could have simply installed an engine, drove the car daily as intended, and called it a day. But if that were the case, you wouldn't be reading about his car right now. He jumped into the engine bay and welded any unnecessary openings along with the antenna, washer nozzles, badges, and side molding holes. He then prepped the body, sprayed a fresh coat of Sublime Green inside and out, and then brought the car to his home garage to continue the build that, when it began, wasn't even supposed to be a build at all.

Having purchased the coupe, then a totaled EM1 for its quarter-panel and complete interior, Kyle was no stranger to pillaging a donor car. In fact, in order to boost his DX, he was even willing to purchase a third car. He explains, "I purchased another '94 hatch to acquire all of my turbo parts like the turbo, manifold, and Hondata. The engine portion of this car had been in the works since '06, so I had a head start on it. I built the motor out of all brand-new, nice quality parts, and Ray Yipp at Fusionworks Racing helped me assemble the rotating assembly and eventually tune the car for some traded labor on my part." The bottom end consists of a 2.0L GS-R block using 84mm, 9:1 CP pistons and Crower rods while up top, a B16 head was stuffed with Skunk2 Pro I cams and REV valvetrain. The forced induction formula is based on an AFI turbo manifold and Bullseye snail, custom piping to a BDL throttle body, and Edelbrock intake manifold.



"What started as a $500 drop in the bucket has morphed into a show-quality build that has no trouble holding its own at the dragstrip."





TUNING MENU
'99 HONDA CIVIC DX

OWNER KYLE MOORE
HOMETOWN WICHITA, KS
OCCUPATION MANAGER AND AUTO BODY TECH
POWER 660 hp; 420 lb-ft of torque
ENGINE 2.0L B18C block; B16A head; Hasport mounts, solid billet bushing rear mount; CP Pistons 9:1; Crower rods; JG Engine Dynamics head work; REV valvesprings, retainers; AEBS machine work; AFI turbo manifold; 3" downpipe; Bullseye 62mm TCT "BatMoWheel"; Edelbrock Victor X intake manifold; BDL 72mm throttle body; AFI intercooler; TiAL 50mm blow-off valve, 44mm wastegate; 3" stainless exhaust"; A'PEXi WS2 muffler; dual Walbro 255lph fuel pump; Full Blown dual pump hanger; Aeromotive fuel rail, fuel filter, fuel regulator; Ano-tuff fittings; Earl's hoses; Rywire radiator
DRIVETRAIN B18C1 transmission; Carbonetic twin-disc clutch, flywheel; Quaife LSD; Driveshaft Shop 3.9 axles
ENGINE MANAGEMENT Hondata S300
FOOTWORK & CHASSIS Omni coilovers; Full Race traction bar; Ksport camber kits; Function 7 rear lower control arms, rear brace
BRAKES EBC rotors and pads; hard line tuck; Russell steel braided caliper lines
WHEELS & TIRES 13x8" front, 15x3.5" rear Weld Magnum wheels; 24.5x9.5x13 front, 24x3.6x15 rear M&H tires
EXTERIOR Sublime green paint; shaved door moldings and emblems; Si front lip
INTERIOR Sparco Evo seats; Racequip harnesses; NRG steering wheel, quick-release; Defi gauges; AEM boost solenoid; OEM Si pedals, shift knob, interior, gauge cluster
THANKS YOU Shawn Moore, Lonny Moore, Larry Moore, Jason Burnett, Jeff Laing, Lonny Moores Collision Repair, Fusionworks Racing, Whichita Dyno
WWW hasport.com; hondata.com; rywire.com





With the majority of hard work behind him, the pieces seemed to be falling into place, though Kyle admits the process took longer than expected due to a few life-changing events that drew the spotlight away from the build. "I bought my first house, got married, and had my first child while my build was taking place. I never gave up, though. I had a vision and followed all the way through without cutting corners."

When life allowed, Kyle did in fact complete his coupe, and the finished product speaks volumes about the hard-core Honda enthusiast who continues to thrive in an import community packed with trash talkers, pretenders, and fly-by-night trend hoppers. What started as a $500 drop in the bucket has morphed into a show-quality build that has no trouble holding its own at the dragstrip. They'll say, "At the end of the day, it's still just a Honda" and they're absolutely right. It's a $500 Civic that was almost entirely built in Kyle's garage with his own two hands. Oh, and then there's that 600 hp on tap that has him flirting with 9-second territory, and the fun factor is only increasing.





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BORGWARNER AIRWERKS SX-E TURBOS

Known for its unquestionable performance and reliability, BorgWarner has just introduced its newest product line—the Airwerks SX-E series turbos. Its compressor wheels are designed to have a much broader operating range versus the previous S series units. The S200X-E has two compressor inducer sizes in 52 mm or 57 mm while the S300SX-E will have five ranges from 61.4 mm to 69 mm. Specifically for the S300SX-E, it will have a 360-degree thrust bearing for improved durability. Both turbos have pre-machined speed sensors and boost ports as well. borgwarnerboosted.com



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Ever need of a jump when nobody is around? Now you don't have to call your mom or AAA; just keep one of these JumperPack mini's stored in your car. It's essentially 12,000mAh lithium-ion jump starter that has to power to jump start cars (even V-8s!). It's also a good backup to juice up your phone thanks to a 2.1 USB port. $99.99, cyntur.com



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If you drive a Scion FR-S or Subaru BRZ, one of your biggest complaints might be the factory audio. There's no bass and when you turn up the volume, it distorts easily. With that said, OEM Audio has an easy plug-and-play solution that'll solve all your problems. The company's Reference Series package changes out the factory tweeters and door speakers for high-quality components, plus adds an enclosure in the trunk with an 8" carbon cone sub. The sound quality will be a night-and-day difference, plus you still retain all your trunk space! $1,499, oemaudioplus.com



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Ford Fiesta ST owners, we haven't forgotten about you! Check out this wing riser kit from Boomba that makes your factory wing that much better. The pieces are CNC-machined billet aluminum and include the necessary O-rings for a weather-tight seal. Four different colors are available. $141, boombaracing.com

SUPER STREET SHOUTOUT

Holla! Here's your chance to shine and get a free shout-out! We're looking over our Instagram feed for cool rides with the hashtag #superstreetme. Hashtag a photo of your car and you can find yourself in the next issue of *Super Street!*

@pinkyfrs



This FR-S is quite the eye catcher and the 57Xtremes are lookin' pretty fresh, too!

@misslo.0



Nothing sexier than a girl who's into cars—it's even better when she has good taste.

@pholife33



Props to this Evo that's gutted-out, Voltex-kitted, and daily-driven.

@omgwtfbbqimderek



This Z34 went with JDM aero from Zele and Varis...and we love it!

S3 IS THE PLACE TO BE FOR SUBIE FANS!

Subaru Summer Solstice, aka S3, returned to Hueneme ("wahy-nee-mee") Beach Park where the free event got its start seven years ago. The event had all the right ingredients for success: beach venue, sunny weather, car show, raffle, contests, vendors, and food trucks. Parking was pretty tight and cars piled in fast, but that didn't stop everyone from havin' a blast. There was a staggering number of WRX and STI project cars with other models sprinkled in for good measure. Don't forget to check out many more photos on superstreetonline.com.







»We are diggin' these off-road Subies, something you don't see too much of in SoCal!





MOD TURNS 10!

Mitsubishi Owners Day (MOD) has become a yearly pilgrimage for us, partly to check up on the sheer amount of Evos that inhabit the scene. But we've noticed that fans of the brand seem to come in greater numbers each succeeding event. For '15, MOD's tenth year not only filled all of the parking lots on Mitsubishi Motors North America's campus in Cypress, California, but there were three full overflow lots offsite. That's 800+ Mitsubishis, ladies and gentlemen! Most of the vehicles were Lancer Evolutions–Evo III, IV, VIII, IX, and of course X, but there were also Eclipses of all generations as well as a handful of Starions and Galants. It was another great morning of heritage and high performance. Head on over to superstreetonline.com to check out nearly 200 images from what seems to be the world's awesomest Mitsubishi gathering.





»Galant on BBS LMs? That's kind of dope!



INTRODUCING OUR L.A. BAE BROOKE HANMER

WORDS **Jofel Tolosa** | PHOTOS **Randy Ly**

One look at Brooke Hanmer's Instagram is all it took for us to want to feature her. Aside from her gorgeous eyes, she had us fascinated at both ends of the spectrum by making us laugh and also stunning us with her beauty.

So, Brooke, what do you do for a living?
I'm part-time comedian, full-time babe.

How much do you know about cars?
I just recently learned how to put gas in them, but if they go zero to sixty in 4 seconds, I'll race the crap out of them!

GT-R will do the trick! What was your worst job ever?
Pushing carts at Stater Bros. Haha!

Ain't nothin' wrong with that! Finally, if you had 24 hours to live, what would you do?
Rob a bank, go to Vegas, and the rest is R rated...

HANMER TIME!

BROOKE HANMER
Birthday May 6
Hometown Los Angeles, CA
Instagram @bhanmer



>>Check out superstreetonline.com for more photos.


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WHEN THE CARS ALIGN

WHY CAMBER MATTERS, AND OTHER ALIGNMENT CONCEPTS YOU SHOULD KNOW

WORDS **Aaron Bonk**
PHOTOS **Aaron Bonk**, **manufacturers**, **archives**

You know you need an alignment so whatever it is you drive won't handle like it's riding on a bowl of cottage cheese. Your hippy neighbor with the plug-in hybrid knows he needs one so he can squeeze another tenth of a gallon from his part-time gas tank. Even your mother knows she needs one so she can wring another 500 miles out of her wood-clad Plymouth's Costco tires.

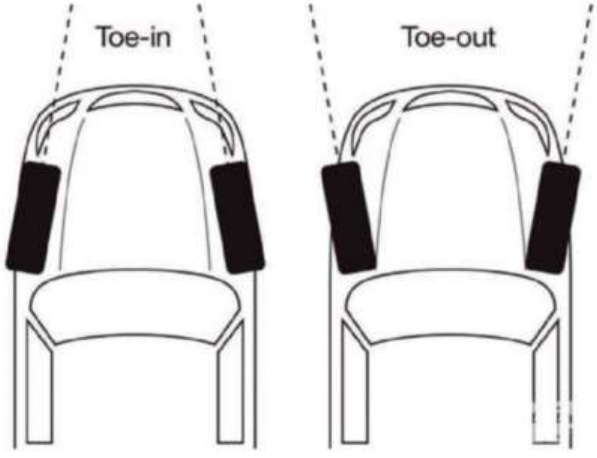
Turns out, everybody's right. The way a suspension's bits line up with whatever chassis they're connected to can make a car handle better, improve gas mileage, and make tires last longer.



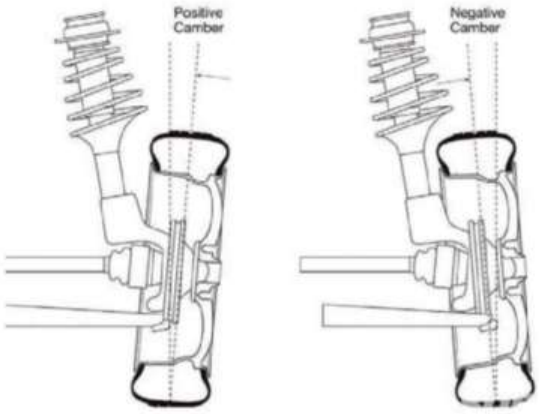
»Every car has some sort of predetermined amount of camber, caster, and toe that the manufacturer recommends. Straying from those recommendations can lead to better performance or a whole lot of chaos and a trashed set of tires.

WHAT'S IN AN ALIGNMENT?

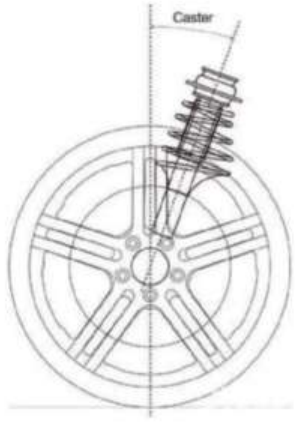
Any car can be thrown out of alignment, but not every car can be readjusted the same way. Before you know how to set yours straight, though, you've got to understand the lingo.



Toe: We're talking about the direction a tire's pointing when viewed from above. You've got three scenarios here: toe-in, where a tire's turned inboard; toe-out, where it's doing the opposite; and neutral, where it's pointing straight ahead. Instinct tells you neutral's best since excessive toe can mangle up a set of tires, but your instincts would be wrong much of the time.



Camber: Stand in front of your car and pay attention to whether or not your wheels tip toward or away from their fenders. You're looking at camber, which, like toe, can be represented in three ways: negative, where the tire's tipped inward; positive, where it's doing the opposite; and neutral, where it's sitting straight.



Caster: A whole lot more mystical than toe or camber, caster represents the tilt of the upper ball joint or top of the strut relative to the lower ball joint when viewed from the side. Caster's as important as it is confusing; bungle it up and you've just made everything a whole lot less stable. Although it can be moved around, positive caster's standard on almost every modern car.

Benefits of Alignment

1. Better handling
2. Improved fuel economy
3. Longer-lasting tires

BUT WHY ALIGN?

There are really only two reasons you'll ever need an alignment: to correct disrupted settings caused by normal wear and tear or to introduce your own settings that care more about performance.

Mucked-up toe is why most cars end up on the alignment rack, though. Disrupt your car's intended toe with a quickness by plunking into a curb or by altering ride height. Your steering wheel clocked 20 degrees while driving in a straight line is a good indication toe's gone awry, however, an equal amount of bungled-up toe on each side will ravage a set of tires just as quickly and with fewer signals. Camber is just as susceptible. With some suspensions, it'll naturally err toward negative once a car's been lowered, which makes it another common culprit for any alignment. Leave either of these unaddressed long enough and you can kiss whatever tires you've got goodbye.

NOT ALL ALIGNMENTS ARE CREATED EQUAL

There's no single right way to align a car for every situation. What's good for the road course might not be best for the drag strip and probably won't do your tires any favors on the street.



In most cases, daily driven street cars need not veer too far from whatever alignment settings the manufacturer suggests. Doing so could lead to premature tire wear, damaged suspension bits, and poor handling.

STREET SETUP. You're probably not any smarter than whomever it is that designed your car, which means altering your alignment beyond what the manufacturer suggests rarely ends well. In most cases, lowering a car introduces negative camber and toe changes that can lead to premature tire wear. A small amount of negative camber all around can improve grip by better planting the tires' tread on the ground when under load, but anything more than a degree or two should be sorted out. For street cars, toe changes other than what the factory recommends is just asking for bald tires. Often times, settings other than neutral are recommended for the sake of straight-line stability and steering response at higher speeds.

Pros: Retain the same sort of stability, handling, and tire life the manufacturer intended.

Cons: Don't expect the same sort of handling you would from a track car.



>>Drag cars require unique alignment settings that account for the weight that's typically unloaded from the front tires when launching and accelerating.

DRAG SETUP. Watch a proper drag car rise when launching and all of a sudden you'll understand that aligning it just got a whole lot more complicated. Here, adjust front camber and toe for the sort of things that'll only happen once the leading half of the car unloads from its suspension. Depending on the chassis, camber may err toward positive and toe may orient inward when all of this occurs. Counter it by doing the opposite without introducing too much of either. In most cases, rear settings ought to remain neutral to reduce drag.

Pros: Do it right and you've just increased grip and reduced rolling resistance.

Cons: On the street, these sort of settings can lead to less stability and a whole lot more tire wear.





››A proper track car will exhibit just the right amount of negative camber—no more no less. To achieve all of this, each tire's temperature is monitored in several key spots, which helps determine what sort of changes ought to be made.

CIRCUIT SETUP. At last, negative camber at both ends is your friend. Depending on a whole lot of factors, including tire compound, as much as three or four degrees might be needed. A tire pyrometer can be used in between laps to document the tires' inner, middle, and outer tread block temperatures. Here, camber can be fine tuned until temperatures in all three spots and at all four corners are about the same. Like camber, toe is also dependent upon all sorts of other factors, however, in most cases, a small amount of inward toe up front (about 1/16-inch) on understeer-prone front-wheel-drive and all-wheel-drive vehicles makes for a good starting point. For rear-wheel-drive cars that tend to oversteer, consider a similar toe adjustment at the business end but in the opposite direction for increased rear-end stability.

Pros: Set your suspension up like this and you'll utilize as much of your tires as possible, achieve better steering response, and help lead to the sort of understeer or oversteer correction you've always dreamed about.

Cons: Get it wrong and alter camber too much and the exact opposite can happen. Or, do all of this on a street car and watch the inner edges of your tires wither away.



››Drift cars and road racing cars, for example, share many of the same alignment settings. Drift cars, however, benefit from a significant amount of positive caster, which can ease steering inputs.

DRIFT SETUP. Setting up your car for drifting isn't a whole lot different than setting it up for the road course. Here, negative camber and a bit of positive toe up front rules and helps keep the tires' tread on the ground, where it belongs, as well as reduces understeer and promotes sharper turn-ins. You've also got to consider caster, realizing that more is better and helps take the effort out of steering and retains negative camber once the wheels are turned.

Pros: Do all of this right and you've just made it easier to turn, slide, and retain traction when you need it.

Cons: As you'd expect, this sort of negative camber on anything other than a drift car is just asking for a tire swap.

WHEELS, TIRES, AND OFFSET

You want wider wheels with deeper lips but whoever made your car didn't give you enough room for any of that. Which is exactly why you ought to know everything you can about camber and offset. Offset is simply a measurement of where the wheel's hub-mounting surface is located in relation to the rest of the wheel. Move it toward the chassis (negative offset), and you've just pushed the bulk of your wheel away from its fender. Do all of this right and with more negative camber than what any suspension engineer worth his degree will condone and you've just allowed enough room for those nine-inch wide rims on your Civic. When calculating offset, don't forget to compensate for whatever tires you might be using. Worried about them hitting something like a strut? Decrease offset further (a numerically larger negative number) to move everything away even more. Beware of dramatic offset changes, though; disrupt all of this enough and you'll increase understeer and change how the car reacts when steering.



››Measuring offset is easy and you only need a straight-edge and tape measure to do it. Start by measuring the wheel's backspacing, which is the distance between its hub-mounting surface and the edge of its backside. To determine offset, subtract the wheel's centerline (half its width) from this figure. Voila!



»A lot of times, a show car's alignment settings are put into place for no other reason than aesthetics. It isn't always a bad thing, but can often be detrimental to the tires if driven that way. The most extreme case: Koichiro Hayashi's RX-8 uses excessive amounts of negative camber to get his wheels as wide as possible, and getting his car as low as possible. Don't try this at home kids!

SHOW SETUP. Preparing your car's suspension for any sort of event that doesn't require your engine to be running is the only one of the bunch that's as subjective as it is counterintuitive. Here, reducing ride height by whatever means necessary typically rules and is often accomplished by means of a hot mess of negative camber.
Pros: Introduce enough negative camber and you've just allowed for a little more space between the tires and their fenders. That and, it'll make the stance kids happy.
Cons: Hit the road like this at your tires' own peril and with a contact patch that'll throw a suspension engineer into a fit. Aside from shoddy tires, few things degrade handling more than excessive camber.

ALIGNMENT QUESTIONS, PRO ANSWERS

SS: Why is a proper alignment crucial?
Mark Willis, SPC Performance: An alignment does three things: keeps a car driving straight, keeps the steering wheel straight, and allows the tires to wear properly. If any of those three go bad, you need an alignment. My personal recommendation is to get an alignment every year as preventative maintenance. Suspension wear, sagging springs, and the cost of replacement tires can all make an alignment less expensive than the alternative.
Jerry McGovern, TruHart Technical Supervisor: When a car leaves the factory, it's set to predetermined specifications to keep it driving straight, maximize handling and safety, and minimize tire wear. Once these specs are altered due to suspension modifications, the car will not perform as designed and will jeopardize safety. On the other hand, you can alter the OEM specs to gain handling performance. This is where our products come into play, which lets consumers adjust suspension components beyond what the factory parts allow.
SS: How drastic can settings differ between a daily driver and a track car?
MW: There can be quite a difference. Consider the commuter who spends hours traveling the interstate; that car would be set up for directional stability and ride quality as opposed to an autocross racer who requires a setup for quick cornering and fast reactions.
JM: Depending on the situation, dedicated track cars will use larger amounts of camber and toe to get the car to turn into corners more quickly and have more grip whilst cornering. On your everyday car, toe settings are neutral and camber is only a few degrees negative. Although, with the recent growth of the stance scene, TruHart has adapted and created camber kits that will allow a lot of negative camber so more aggressive wheels can fit.

HOW TO DO IT

In most cases, you'll need to tap into the aftermarket to make any significant alignment changes. For A-arm suspensions, look to companies like SPC Performance for their adjustable upper ball joints or TruHart for their replacement control arms with integrated sliding ball joints. Both allow for easy camber changes up front without doing so much as removing the wheels and twisting a few screws. For MacPherson strut suspensions, the answer is as simple as a set of eccentric bolts that slide the strut side to side when twisted or as elaborate as a fancy set of billet-aluminum camber plates that allow for easy adjustability from within the engine bay. Toe changes can be made just as easily, typically with some sort of adjustable links or arms that either pull or push the leading or trailing edges of a tire from the chassis.



»Adjustable ball joints like these from SPC Performance allow for easy camber adjustments by simply removing the wheel and turning the locknut.



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WORDS & PHOTOS Jofel Tolosa

THE ZENITH

SEIBON CARBON'S TAKE ON THE SUBARU BRZ

Carbon fiber is the miracle material that has been used for everything from our favorite aero parts to pointless accessories such as selfie sticks and toilet seats. But at the end of the day, we love carbon when used in all the right places–like the Subaru BRZ before you from Seibon Carbon.

Established in '03, the guys at Seibon started with an office big enough for one desk, a computer, printer, and a few shelves of inventory. Twelve years later, they work out of a large warehouse just outside of L.A. and carry carbon products for virtually every cool car out there. And trust us when we say their stuff is high quality–we've used their parts on our own cars, including our Scion Tuner Challenge FR-S. But biases aside, here's why this BRZ deserves the spotlight.

During the selection of what body kit to rock, the staff considered a kit that was rare for an FR-S or BRZ and ultimately opted for Varis. However, when you order directly from Varis Japan, the package doesn't include the hood, front diffuser, and GT wing that's used in its demo car. Seibon designed its own VS-Style hood and CSL-Style trunk to create a unique look that's also available to its customers.

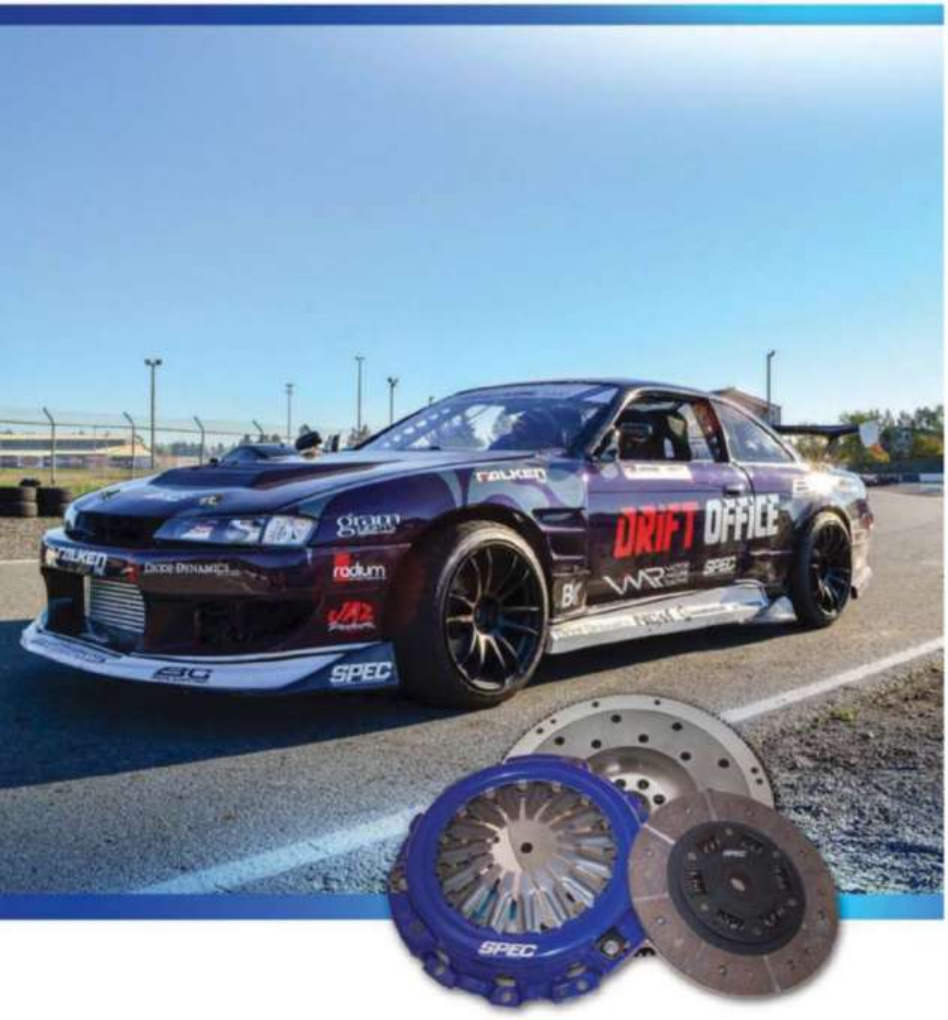
The company was determined to set this build apart from the rest, so a new color was chosen via an Avery Blue wrap.

The chassis features all the right ingredients with A'PEXi coilovers, Gram Lights, and StopTech big brakes.

Under the carbon hood, the FA20 motor was



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INTERIOR Bride Stradia II Reims; Takata Race harness, shoulder pads; Seibon interior dash kit; Pioneer App Radio; Razo Competition sport pedals, aluminum formula shift knob
THANKS YOU RAYS, Kraftwerks, Yokohama, Whiteline, A'PEXi, StopTech, Bride, Razo, Car Mate, Tom's, Takata, AeroWerkz, Diamond Lighting, Pioneer, Beat Sonic, Mothers, Snap-On
WWW seiboncarbon.com



»So clean, it looks like it was just rolled from the factory.





taken to new levels with a Kraftwerks supercharger. The Rotrex C30-94 unit is unique as it doesn't share belts with other engine accessories and has a self-contained lubrication and cooling system for better reliability. At the moment, the blower helps the BRZ produce 275 hp, but the kit is easily upgradeable to 400 hp.

The interior is where Seibon blurs the line between show and race car. In the rear is Seibon's original carbon seat delete, while the front is a single Bride bucket.

Street cred will only last until you're proven right or wrong. When Seibon opened its doors, it went up against well-established companies from around the world; however, the origins of Seibon have always been with the enthusiasts. The company worked hard to build its reputation and reinvent its image to what you see today. The "Z" in BRZ stands for "zenith," and Seibon's carbon game is undoubtedly at its highest point.

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›› Bro tip: Enjoy a nice, cold Modelo when job is complete.

THE ROAD TO SUPER LAP BATTLE CONTINUES...

PROJECT LEGACY RECEIVES MORE LOVE BEFORE WE LET IT UNLEASH AT BUTTONWILLOW RACEWAY

WORDS & PHOTOS **Mike Sabounchi**

Time to pick up where we last left you with our '98 Subaru Legacy GT! The journey of Project Legacy hasn't been an easy one, let alone a quick one. We started the build in our beloved sister mag *Import Tuner*, but since then we've swapped out the stock motor for a turbocharged JDM 2.0L. We've also upgraded the turbo with a larger Garrett GTX2863R turbo and also updated other parts such as the radiator, headers, brakes, and suspension arms. In our last update, we hinted that our wagon was goin' wider, plus the car still needed to be tuned. With Super Lap Battle looming, only two full days remained for us and Ubersport Performance to get the car ready for action.

OUR TWO-DAY CHECKLIST INCLUDED:

- ›› Fender flares
- ›› Spacers, wheels, and tires
- ›› New wrap
- ›› First start-up
- ›› Fuel rail
- ›› Alignment
- ›› Dyno tune



›› "Look back at it!"



›› We decided to address the flares first. Our Legacy came with a stock contact patch in the 215-range. With the added power and also need for a wider and stickier tire (245-series Toyo R1Rs with 18x9.5" Gram Lights), we were going to need to make custom fender flares. And since no one makes flares for a Legacy, we used Nissan S13 240SX flares as a foundation.

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Mini Cooper S/Clubman S, 2007-2014	N/A	85608	85609
Mitsubishi Evo 10, 2008-2014	85483	N/A	N/A
Subaru BRZ, Scion FRS, 2012-2015	85515	85666	85667
Subaru STI, 2008-2014, Top Mount Intercooler	85510	85644	85645
Subaru STI, 2008-2014, Front Mount Intercooler	N/A	85646	85647
Subaru WRX, 2008-2014	85489	85610	85611
Subaru WRX, 2006-2007, STI, 2004-2007 Top Mount Intercooler	85484	85626	85627
Subaru WRX, 2006-2007, STI, 2004-2007 Front Mount Intercooler	N/A	85654	85655
Subaru WRX, 2015-up	N/A	85672	85673
Toyota Tundra, 2007-2014, 5.7 & Toyota Sequoia, 2008-2014	85511	85650	85651
Volkswagen Golf/Jetta, 2.0 T, 2010-2014	85519	85674	85675
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»The saying that goes, "Measure twice, cut once" is wrong! Measure 14 times, cut once, and measure three more times. You can never be too sure when it comes to cutting the body of your car, especially when it's for flares that weren't even intended for it. Once everything was measured and chopped up, we used nutserts to install the flares instead of rivets. This way, we can remove, repair, and reinstall our flares if anything goes wrong in the future.



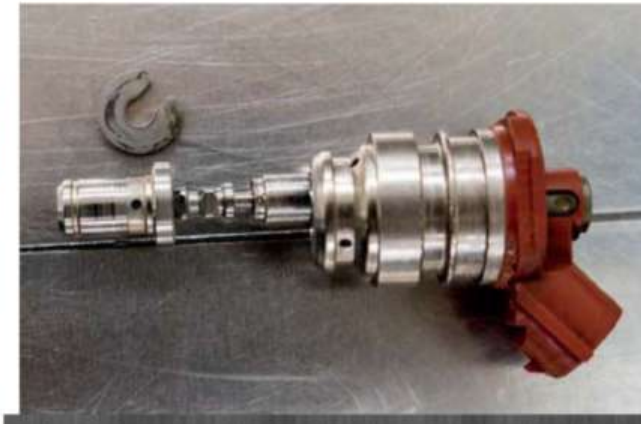
»With the flares screwed in and looking like a boss, it was time to mount up our new wheels. But wait; since these Gram Lights weren't custom-built for our wagon, it was going to need a little more help to get the track and fitment perfect. Our friends at Mackin Industries provided us a set of 30mm Project Kics spacers. The beauty of these spacers is that they bolt right up to our hubs, aka, no more loose spacer rings. They're also JWL certified, meaning they're proven safe for highway use in Japan. Hey, what's good enough for Japan is good enough for us!



»At last, it was time to call in our good friends at High Tech Auto Wrap to put on a fresh layer of 3M 1080 Metallic black vinyl and really make this death wagon pop! The best thing about these guys is that they're mobile. Before we knew it, three experts were working on our car all the way up until 3 a.m. to get our Legacy completely wrapped!



»While High Tech Auto Wrap was applying its magic, our turbocharged four had still not started up yet. Resident AEM EMS super tuner "Mitch" came to help us program our EMS just to get it running so we could limp it over to Church Automotive for a proper dyno tune. The amount of programming he had to accomplish was mind-blowing. Almost every sensor on the EMS was reprogrammed and tested to ensure the engine was running safely. After a few hours of diligent work, it was time to fire it up and get ready for the next day of tuning; however, luck wasn't on our side...



»The 850cc side feed injectors we previously installed were sitting for so long, they were stuck shut! While a quick blast of brake cleaner usually does the trick, it didn't work this time. It was already three in the morning and we still had to get the engine tuned, plus align the suspension. Was this setback going to seal the fate for our Super Lap Battle debut? Stay tuned to see what happens...

SOURCE

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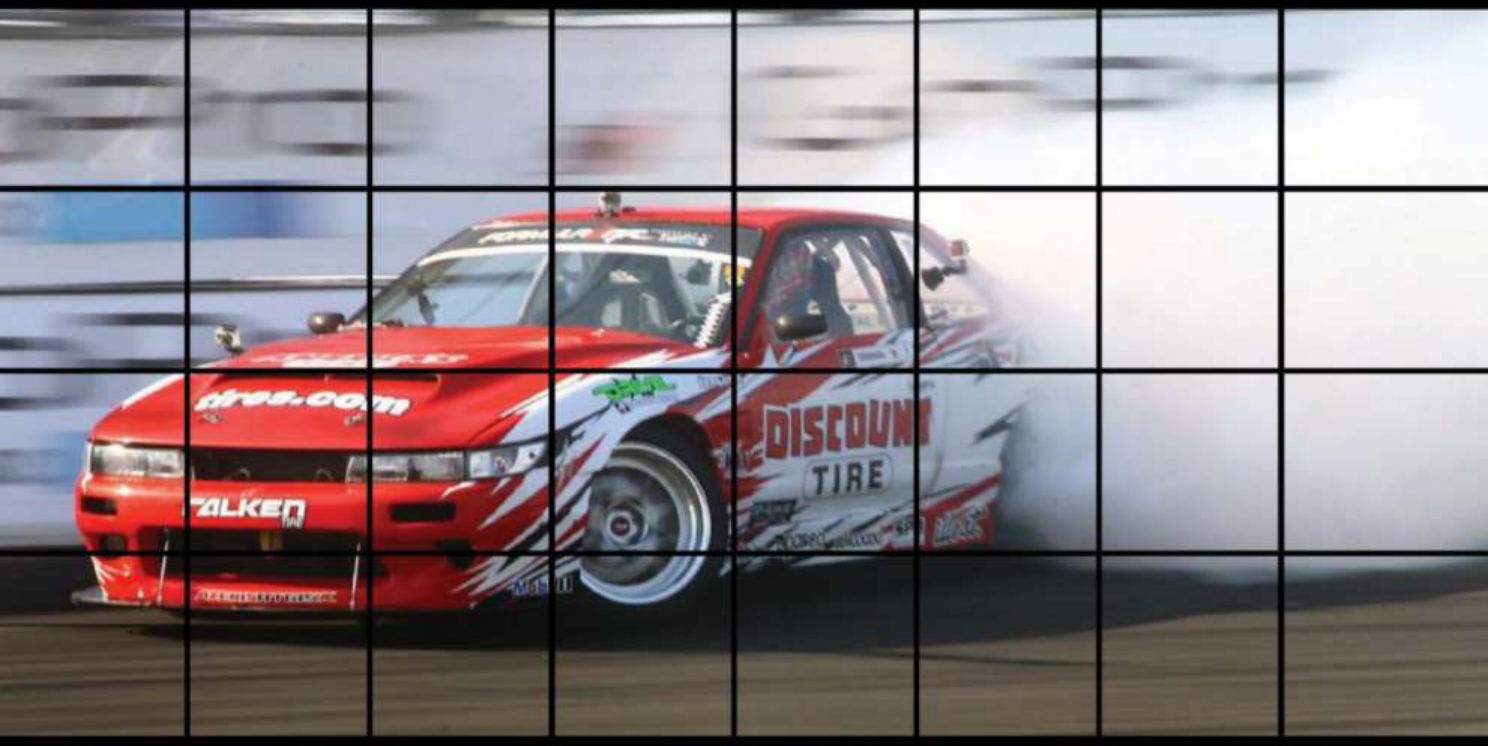
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LIVING HARDCORE

SEASONED JAPANESE DRIFTER SHOWS OFF HIS WEAPON OF CHOICE

WORDS & PHOTOS **Sam Du**

We've been running into photos of Manabu Mitsumori's Toyota Sprinter for the last few years. Whether it's been from some anonymous drift coverage or via our Japan-based snapper Colin Waki, there was something that gravitated us to his '79 coupe. We also learned that Manabu is regarded highly in the grassroots Japanese drift community, and he's been putting cars sideways for decades in other projects such as a turbocharged Chaser and AE86. We simply just had to meet him!

Last January, we hosted our first Fresh Tokyo Car Meeting during our annual TAS trip…and guess who shows up? The man himself, Manabu and his AE70! We were quite surprised since he lived hours north of downtown Tokyo, but he somehow caught word of our meet and brought his bucket down for us to see.



›› Gone is the original 1.5L; in its place, this Black Top 4A-GE sourced from an AE111 Corolla. It's the ideal high-revving engine for this lightweight AE70 chassis.

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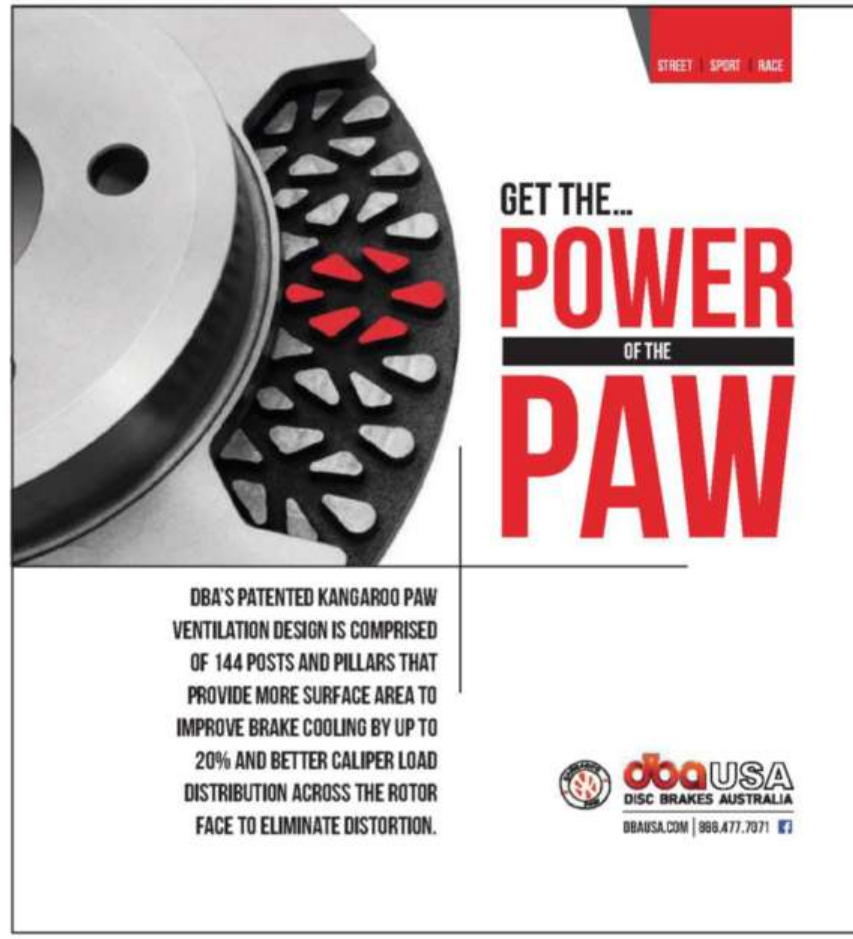
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TUNING MENU
'79 TOYOTA SPRINTER

OWNER MANABU MITSUMORI
HOMETOWN JAPAN
OCCUPATION DRIFT JUNKIE
ENGINE Toyota AE111 20-valve 4A-GE with Mizukami Jidosha header; Trust oil cooler; custom cooling system and exhaust
DRIVETRAIN five-speed manual transmission with limited-slip differential; 3.7 final gear
FOOTWORK & CHASSIS AE86 conversion with Kassou Kurabu front shocks; custom rear shocks; 8kg/mm front, 6kg/mm rear Swift springs; custom front knuckles; adjustable arms and tension rods; roll center adjusters
WHEELS & TIRES 15x9" SSR Longchamp XR-4 Type A wheels; 195/45R15 tires
EXTERIOR TE71 Levin facelift, sedan taillights; widened front and rear fenders; FRP hood; Hakosuka front spoiler; Rocket Bunny rear spoiler; custom green paint
INTERIOR rollcage; Bride seat; Takata harness; Defi gauges; OMP steering wheel







>>Minimal interior consists of a rollcage, single Bride bucket and steering wheel. The passenger seat remains stock which has Manabu's ride-along passengers holding on for dear life when he's drifting on the track!





>>While there are small areas of wear and tear, Manabu's Sprinter is still in pretty good condition considering the amount of abuse he puts it through. Some of the exterior highlights include pulled fenders, Levin headlights and grille, a Hakosuka chin spoiler and a Rocket Bunny wing.

At first glance, it's hard to tell that he drifts his Corolla regularly on the track. The paint is in decent condition, the suspension is slammed and the choice of modifications is all on point. It could easily pass as a badass street car, but for Manabu, it's his weapon of choice when he wants to live slideways.

We also learned Manabu is quite the personable guy. Despite our language barrier, he knows enough English to carry on a basic conversation with us. He's easily one of the kindest and most welcoming car guys we've talked to during our travels to Japan. Always smiling, happy and joking around, he wasn't the typical guy you'd run into in downtown Tokyo. He talks to us like one of the homies. So after drooling over his car at our meet, we scheduled a rendezvous at the Hardcore Japan x Car Modify Wonder Drift Day held in Nikko Circuit the following week. Here is where we could finally see him in action.

We spent a full day watching him put his car sideways alongside other diehard Corolla drivers around Nikko like there was no tomorrow. He'd be out every session, take friends and even kids along for ride-alongs, and also help others whenever they needed assistance. Manabu isn't the type to be competitive but he lives for the thrill of driving and helping others around him, which is what hardcore drifting is really about.


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STOLE THE SHOW

SCENE: **SPRINGFEST**; VIRGINIA BEACH CONVENTION CENTER – VIRGINIA BEACH, VA

WORDS **Sam Du**
PHOTOS **Faiz Rahmen**

From New York to Florida, there's one event enthusiasts look forward to every Spring on the East Coast–Springfest! Hosted by Sumospeed, the sixth annual show continued to grow beyond everyone's expectations with the Virginia Beach Convention Center crackin' all day long. More than 1,000 registered show cars and 6,000 people made their way to Springfest, and after talking to several participants, we kept hearing how well the event was organized. Although we didn't get a photo of it, we also hear someone proposed! You just never know what you're gonna see at Springfest!



»Built by Jonathan Whiting, this RX-7 rocked the cover of the January '14 issue of *Import Tuner*, and it's still lookin' sicker than ever with an LS2 swap, Vertex/Shine Auto aero, and Work wheels.



»530hp turbocharged S2000 got our attention and also looks the part with J's Racing aero, Circuit Garage over fenders, and 18" CCWs.



HOTTEST FEMALE RIDE

In a scene dominated by males, it's always refreshing to see a female-owned, -driven, and -built ride. Carmina Cabungcal's IS300 is powered by a 2JZ and sports a BN Sports kit and Work Equips.



»Kevin Nicholson's Rocket Bunny–kitted, Tiffany Blue–wrapped FR-S on Work Meister M1s. Not too shabby!



»Right-hand-drive Accord wagon that's also boosted. Gnarly!

"More than 1,000 registered show cars and 6,000 people made their way to Springfest."

OUR SPRING FLING!

This S13 hatch did it all for us. Every aspect of the car has been touched, from its potent SR20DET swap to the ultra-clean exterior that consists of a JDM 180SX Type X front end, Rocket Bunny kit, and Work Rezax wheels. Bravo!





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LET'S GO!

PROJECT ATS*SS IS UNDER WAY



›› You don't see split four-spokes anymore these days, so we're excited to rock these SSR Type Xs soon! They're semi-forged aluminum and one of the lightest 15" wheels SSR ever designed. Woo!

›› A'PEXi has been makin' high quality parts in Japan since '92. Our EK is in very good hands with their ExV coils!

WORDS & PHOTOS **Sam Du**

In our last Honda issue, we introduced the latest member of our family, this '99 Honda Civic. It's been a minute since we've dabbled with a Honda, and to be quite honest, it felt like we had a void in our hearts! So we picked up this fixer-upper for about $1,500 with a goal to build something that's fun, for the everyday enthusiast, and that'll look and perform well on a reasonable budget. It's been a couple months since we introduced our new bucket, and starting a project isn't always an easy thing when we're slammed with events all summer. But alas… We've finally made some baby steps and things are lookin' good!

First, we transported our EK to the Bay Area so it'll be closer to our friends at ATS Garage. Ferd Natividad and the rest of the ATS crew will be sharing their expertise and helping us wrench on the hatch. And with the car up north, it was finally time to start collecting all the necessary pieces of the puzzle to commence Project ATS*SS.

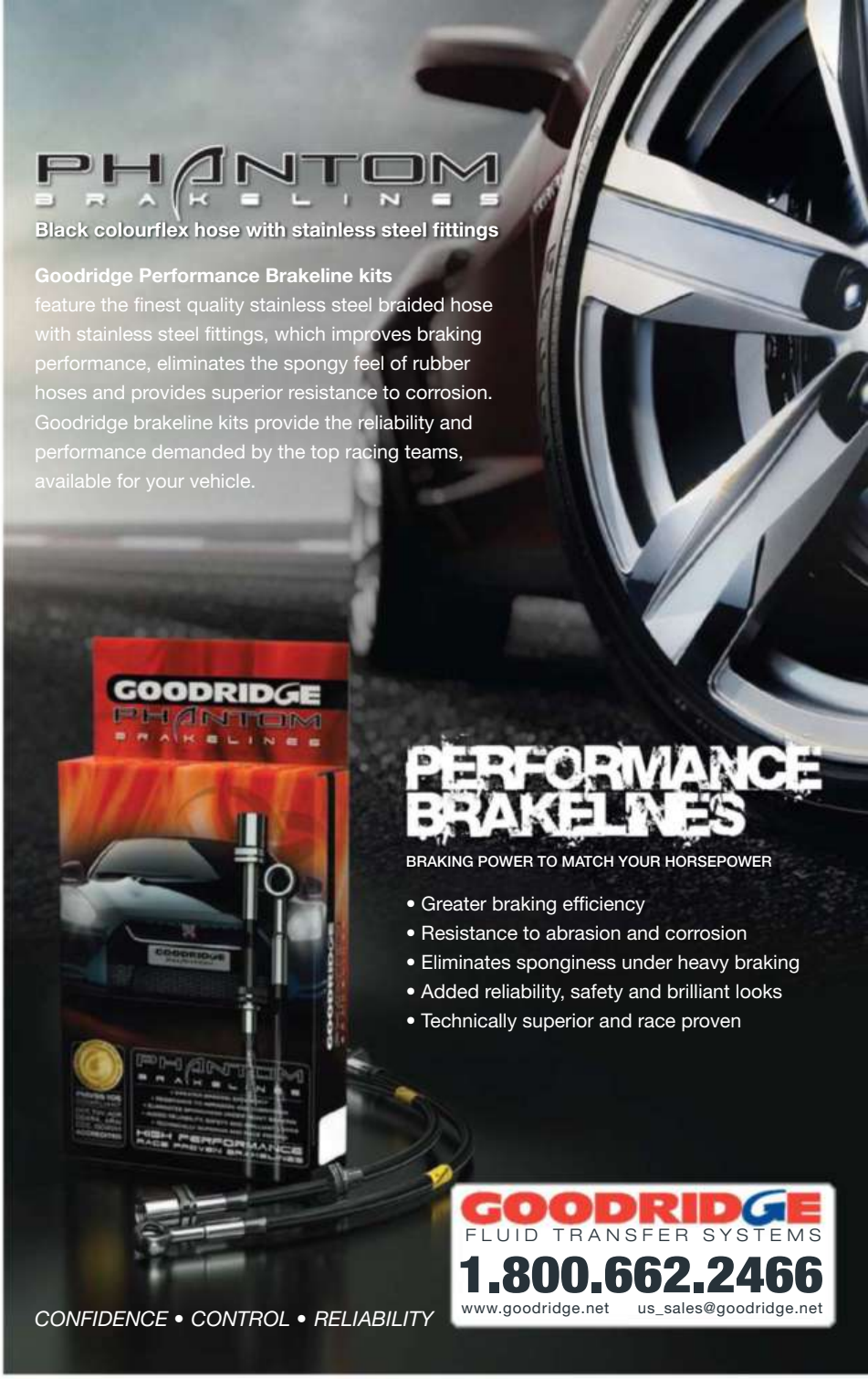
Not pictured, we managed to get our hands on a rebuilt Japanese-spec B16A motor that'll be ready to drop in. We also have some original Honda interior panels and other miscellaneous items that will be installed to help freshen up the car.

Ready to go, these brand-spanking-new coilovers from A'PEXi will be fitted first. From A'PEXi's ExV line (Expert Type V), they're a full-body coilover suspension that's, of course, ride height adjustable but also 32-way adjustable when it comes to damping. These were first introduced in '05 and are still high-quality JDM parts that are used widely by seasoned Honda enthusiasts today. The spring stiffness should be just right with 10K front and 6K rear spring rates, good for everyday use.

As for the wheels… Well, it took us some work (and a lot of patience!), but we managed to piece together a set of 15x7" +35 SSR Type X. Buying these bad boys in good condition can cost a rack or more locally. So we did our homework and sourced the wheels individually from eBay Japan. Each wheel was bought from a different seller or junkyard. Once we collected all four, we had a buddy help pack them into a shipping container and import them into California. They weren't in the greatest condition so we had our friends at LAX Wheel Refinishing check the wheels for bends, strip and sand them, then polish the four-spokes to perfection. The entire process took several months but we saved a good deal of money for some dope JDM wheels!

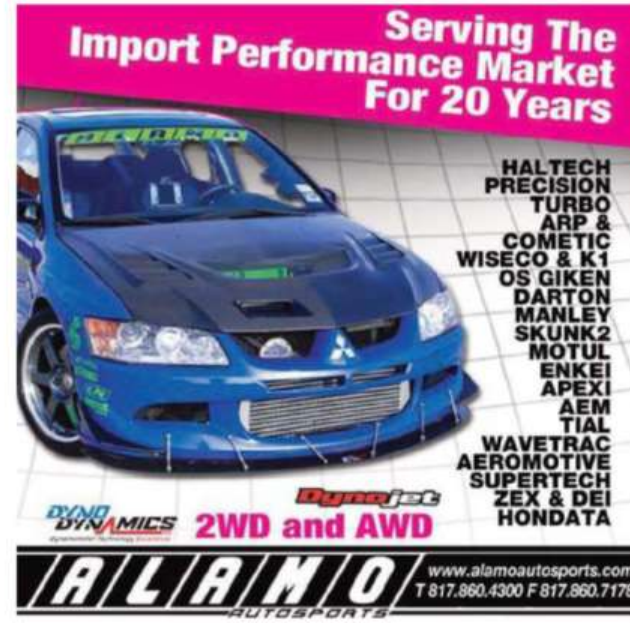
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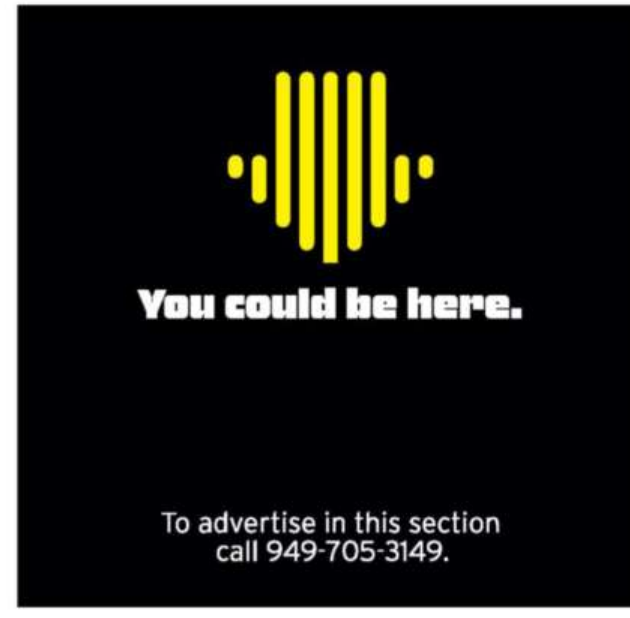

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